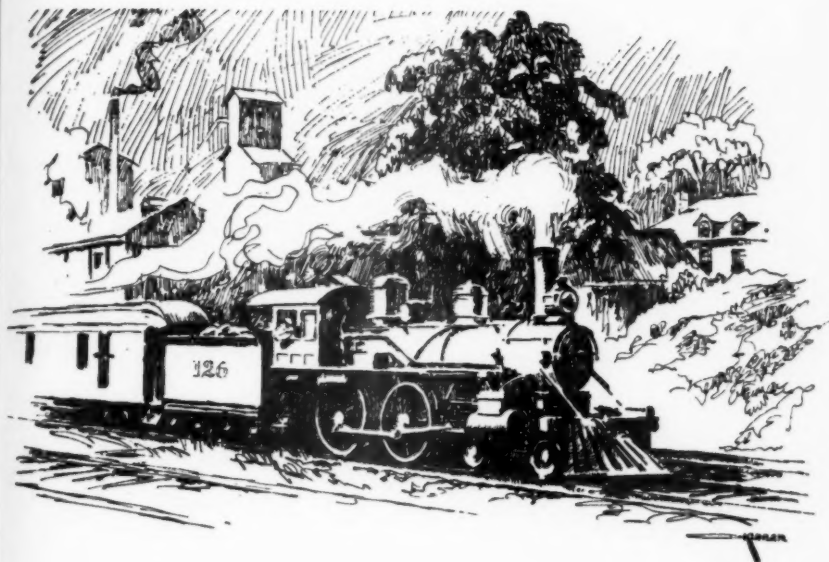


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*The Railway and Locomotive Historical Society*

**BULLETIN No. 102**



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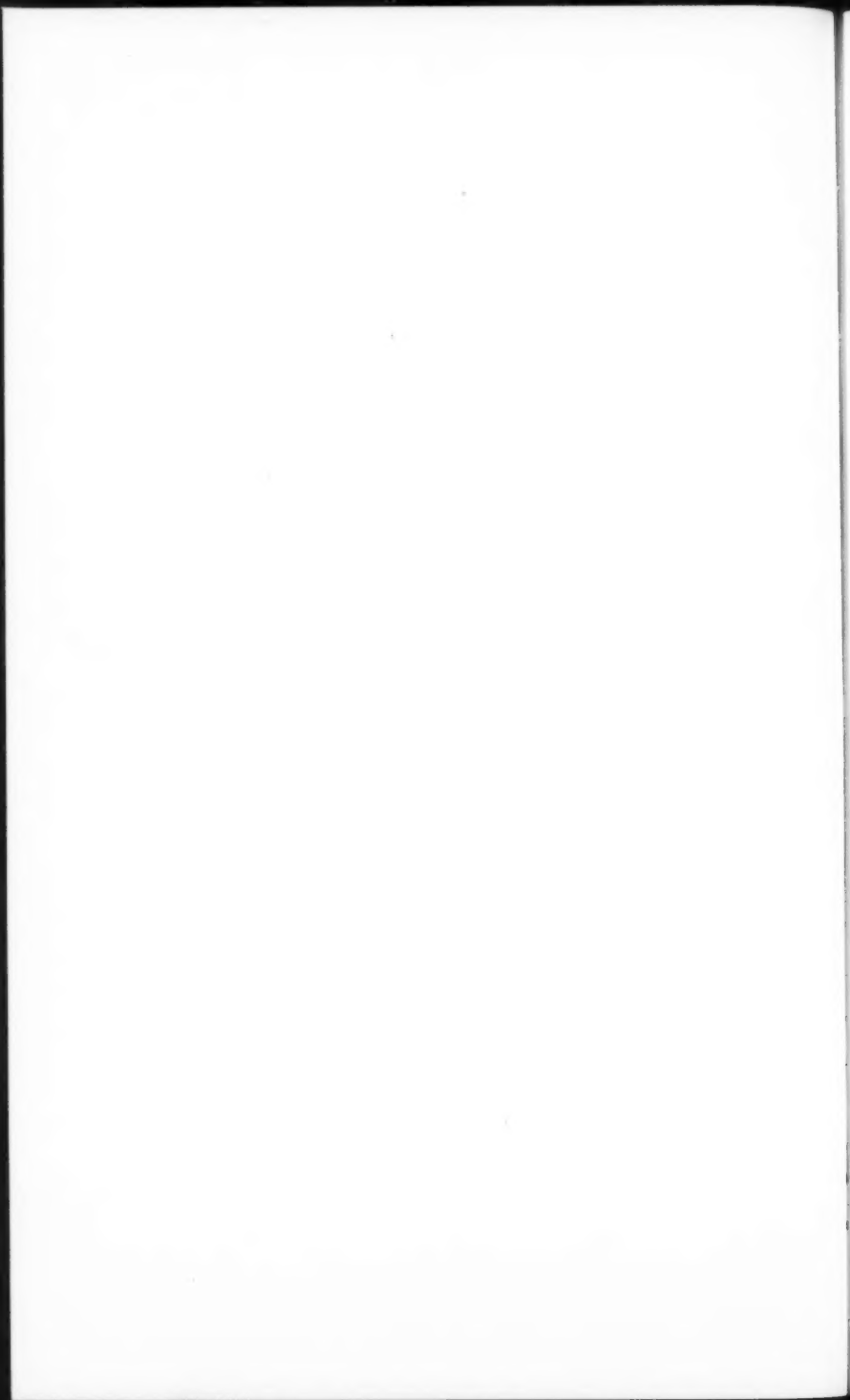
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THE RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY

APRIL 1960



# BULLETIN No. 102

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With the start of the new year we are preparing for our membership our first bulletin for 1960. We welcome back to our columns Prof. Sulzer who has made a valuable and interesting contribution on four segments that made up the Louisville & Nashville R. R. The line between Paris and Lexington has been quite familiar with your Editor in the years gone by and he recalls many an interesting trip behind those little 4-4-0's and the larger engines that handled the "Lexington Special." Our Art Editor, Otto Kuhler has caught the spirit of this little line and has furnished us with a cover design showing L & N #126 approaching Lexington on her run from Paris.

Robert A. Ramsay has taken us to Hawaii and furnished us with an interesting article on the Kahului R. R. and, he writes that this road will commence excursion train service this coming spring for the tourists with a 2-6-2 for motive power.

Fred Jukes has made an interesting contribution on some of the early "Consols" for the Northern Pacific and Dr. Allen has added some interesting notes on the Ogdensburg & Lake Champlain R. R. Not much could be found on the Chicago & Wabash Valley R. R. but Harold Kiracofe has given us the benefit of his research. Harold Walker has made a contribution on the Addison R. R., one of Vermont's smaller lines and your Editor has made a contribution hoping to show the value of old locomotive inventories and other sources of material for working up a locomotive roster together with some early practices that do not help in their construction. It is the hope that our members will find something of interest in the contents of this publication.

# **A Kentucky Thoroughbred, A Workhorse And Two Old Sires**

## **BEING AN ACCOUNT OF FOUR SEGMENTS OF THE LOUISVILLE & NASHVILLE**

BY PROF. E. G. SULZER

### **I. DEATH OF A THOROUGHbred**

The time could have been any sunny afternoon in middle spring or fall. The location was the beautiful bluegrass country of Kentucky, specifically the traditionally-rich region between Lexington and Paris. Green-carpeted fields, gently rolling away in the distance, were populated by thoroughbreds plus their children—colts and fillies—born to a life of equine aristocracy. Sometimes these newcomers would be grazing calmly at their mothers' side; at other times they would be kicking up their heels in a scampering gesture, typical of the newly-born horse.

Lines of demarcation between these pastoral settings would be neat stone fences, or freshly painted white wooden ones. Ever so often could be seen the luxurious horse-barns, and, more occasionally, the large, dignified homes of the human masters, with their impressively-columned facades.

These were the sights that greeted travelers riding the trains of the Kentucky Central enroute to Lexington, or those departing the bluegrass for the north. Many of these passengers were associated intimately with the traditions that characterized central Kentucky. Perhaps they were headed for Latonia and the race track there, or Lexington may have been their destination with attendance at the trotting or running races their ultimate goal.

The consist of these trains may have included a horse-express car filled with the cream of central Kentucky's proudest products. The car may have been loaded at the Elmendorf siding where, in an earlier day, such prizes were acquired and nurtured. Just to mention a few of the notable travelers in the horse-express cars between Lexington and Paris, there were Equipoise, Twenty Grand, Mahmoud, Boojum, Shut Out, Top Flight, Regret, Prudery, Hurryoff, Devil Diver, Whichone, Peace Chance, and Firethorn.

And so, a railroad, physically no different from those in less endowed parts of the country, acquired an aura and association that characterized it as the "Bluegrass Route." Sadly enough, the most picturesque part of this trackage is no more; but the story of this abandoned line is worth the telling if only to preserve that portion of the romance and tradition of which it was at one time such an integral part.

### **A Colt is Foaled**

The Lexington-Paris line found its inception in the Maysville and Lexington Railroad, chartered on March 4, 1850. By December 19, 1854, the eighteen-mile stretch between Lexington and Paris was com-

pleted and this was promptly leased to the Covington and Lexington Railroad, which had been incorporated in 1849. On January 21, 1868, the Maysville and Lexington Railroad was split into two parts, the Maysville and Lexington Railroad, Southern Division, which included the Lexington-Paris line; and the Maysville and Lexington Railroad, Northern Division, which was to complete the trackage between Paris and Maysville. Actual operation of the Lexington-Paris route, however, was in the hands of the Covington and Lexington Railroad.

On January 1, 1861, a joint stock association, known as the Kentucky Central Railroad Association, was formed for the purpose of acquiring the property previously operated by the Covington and Lexington Railroad, and the new company operated the line until July 7, 1875, when the Kentucky Central Railroad took over the properties of the association.

The K. C. R. R. went into the hands of a receiver on January 28, 1886, and emerged as the Kentucky Central Railway June 7, 1887. On September 22, 1891, the Kentucky Central Railway was acquired by the Louisville and Nashville Railroad, which ownership continued until the abandonment of the Lexington-Paris line.

### The Race Is On

The Lexington-Paris line indeed deserved the designation of "thoroughbred." Running closely adjacent to some of the finest horse farms of the inner bluegrass, the railroad on many occasions moved famous horses to their homes, or, conversely, to race tracks, horse sales, or new owners. Furthermore, many persons whose names are legendary in the annals of horse racing, industry, and the amusement world, traveled on the railroad to attend the Lexington races, or to visit the nearby thoroughbred establishments.

The Kentucky Central Railroad designated the Covington-Lexington line as the "Bluegrass Route," and advertised "Free Parlor Cars on Afternoon Trains." As of May 20, 1881, three daily round-trips were scheduled over the Lexington-Paris line, two to Covington, and one to Maysville:

No. 1	No. 3	No. 14-11	Stations	No. 13	No. 2	No. 4
7:15 a.m.	2:00 p.m.	5:45 a.m.	lv Covington ar	8:15 p.m.	6:30 p.m.	11:45 a.m.
			lv Maysville ar			
10:45	5:35	8:30	Paris	5:30	3:05	8:20
11:03	5:56	8:50	Hutchinson	5:05	2:43	7:59
11:10	6:01	8:58	Muir	4:58	2:37	7:52
11:30 a.m.	6:25 p.m.	9:20 a.m.	ar Lexington lv	4:35 p.m.	2:15 p.m.	7:30 a.m.

A freight train was scheduled to leave Lexington on Tuesdays, Thursdays, and Saturdays, at 5:20 a. m.

At this particular time the Kentucky Central was railed principally with 56-lb. iron, although there was a small amount of 60-lb. steel. It was stone-ballasted and the entire line was fenced. All ties were of oak, and the telegraph poles were of cedar. Originally constructed to a gauge of 5', the track was changed to 4' 9" on July 1, 1883, thus getting

the jump on the L. & N., whose track was not thus reduced until May 30, 1886.

Among the rolling stock were two dining cars and one combination officer-pay car. Adams Express was carried at an agreed price of \$18,000 per year. The annual sum received from carrying the U. S. mail was \$14,366.08.

### Half Way 'Round

Like many other bridge lines, the Lexington-Paris trackage was affected from time to time by extensions, connections, and changed facilities at points many miles away. For instance, on Christmas Day, 1888, the road gained access to Cincinnati by the completion of the Ohio River bridge at Covington. On the other end of the old Kentucky Central line, certain extensions in conjunction with the L. & N., plus trackage rights on that line, made traffic to Jellico, Tenn., possible, and at that point connections were established with the East Virginia, Tennessee and Georgia R. R. (now a part of the Southern Railway System). Thus a through route was in process of development from Cincinnati to the southeast, which was eventually destined to leave the Lexington-Paris line "out in the cold."

However, the segment showed little danger from this threat, as of January 5, 1903:

No. 1*	No. 5*	No. 3-11**	No. 9**	Stations
8:05 a.m.	7:30 p.m.	2:55 p.m.		lv Cincinnati
		1:15 p.m.	5:40 a.m.	lv Maysville
11:05	9:49	3:15-5:40	7:30	Paris
f11:10	—	f5:45	—	Wrights
f11:13	—	f5:48	f7:52	Kenney
f11:19	—	f5:54	f8:01	Hutchinson
11:25	—	6:00	8:10	Muir
f11:29	—	f6:04	f8:14	Bryant
f11:34	—	f6:09	f8:19	Hamilton
11:45 a.m.	10:20 p.m.	6:20	8:30 a.m.	ar Lexington
Stations	No. 2-10**	No. 4*	No. 6*	No. 12**
Cincinnati ar	10:30 a.m.	7:30 a.m.	6:00 p.m.	
Maysville ar	9:50 a.m.			8:15 p.m.
Paris	7:55	5:11	3:23	6:20
Wright	—	—	—	f6:04
Kenney	f7:38	—	—	f6:01
Hutchinson	f7:32	—	—	f5:54
Muir	7:25	—	—	5:45
Bryant	f7:21	—	—	f5:41
Hamilton	f7:15	—	—	f5:33
Lexington	7:05 a.m.	4:40 a.m.	2:50 p.m.	5:25 p.m.

The single starred (\*) trains ran daily, while the double starred (\*\*) ones, which included all of the service to Maysville, ran daily except Sunday. Parlor cars ran through between Cincinnati and Lexington on Nos. 2, 3, 5, and 6. Nos. 9 and 12 ran through between Maysville and Lexington without a break at Paris. There must have been quite a hassle at that point, however, when the trains to and from Cincinnati arrived, since the equipment was split or united there, the

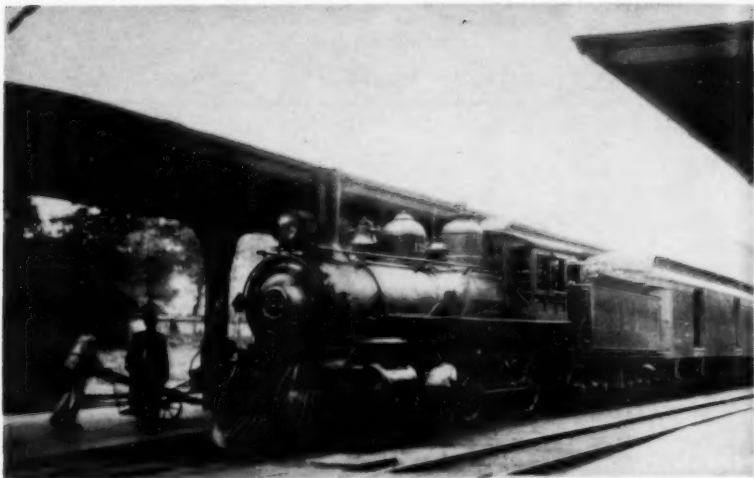
CINCINNATI, LEXINGTON AND LIVINGSTON.

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1	Slake			2:33					
2	Bullitt			2:35					
3	Oreok			2:37					
4	Wards			2:40					
5	Wildie			2:45					
6	Soldiers			2:55					
7	Berna			3:05					
8	Whites			3:15					
9	P. Edill			3:22					
10	Richmond			3:45					
11	Ar. Lexington			3:52					
12	Ar. Lexington			4:18					
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Public Timetable, 1903, showing service on segment.



Courtesy of C. E. Fisher

L. & N. #124 at Lexington for Paris. Built by L. & N. R. R., 1884.



CE Fisher

Courtesy of C. E. Fisher

L. & N. #252 backs her train for the Union Station at Lexington. Built by Rogers, 1895.





Courtesy of C. E. Fisher

L. & N. R. R. #265 headed north on the "Special" at Lexington. Built by Baldwin, 1903.



Courtesy of C. E. Fisher

Paris, Ky. in the Morning. The 153 is on the Knoxville-Cincinnati local; the 157 is on the "Lexington Special" and the 378 is headed for Maysville.



Courtesy of J. Winston Coleman, Jr.

Muir Station.



Courtesy of J. Winston Coleman, Jr.

Horse Loading Platform at Elmendorf.



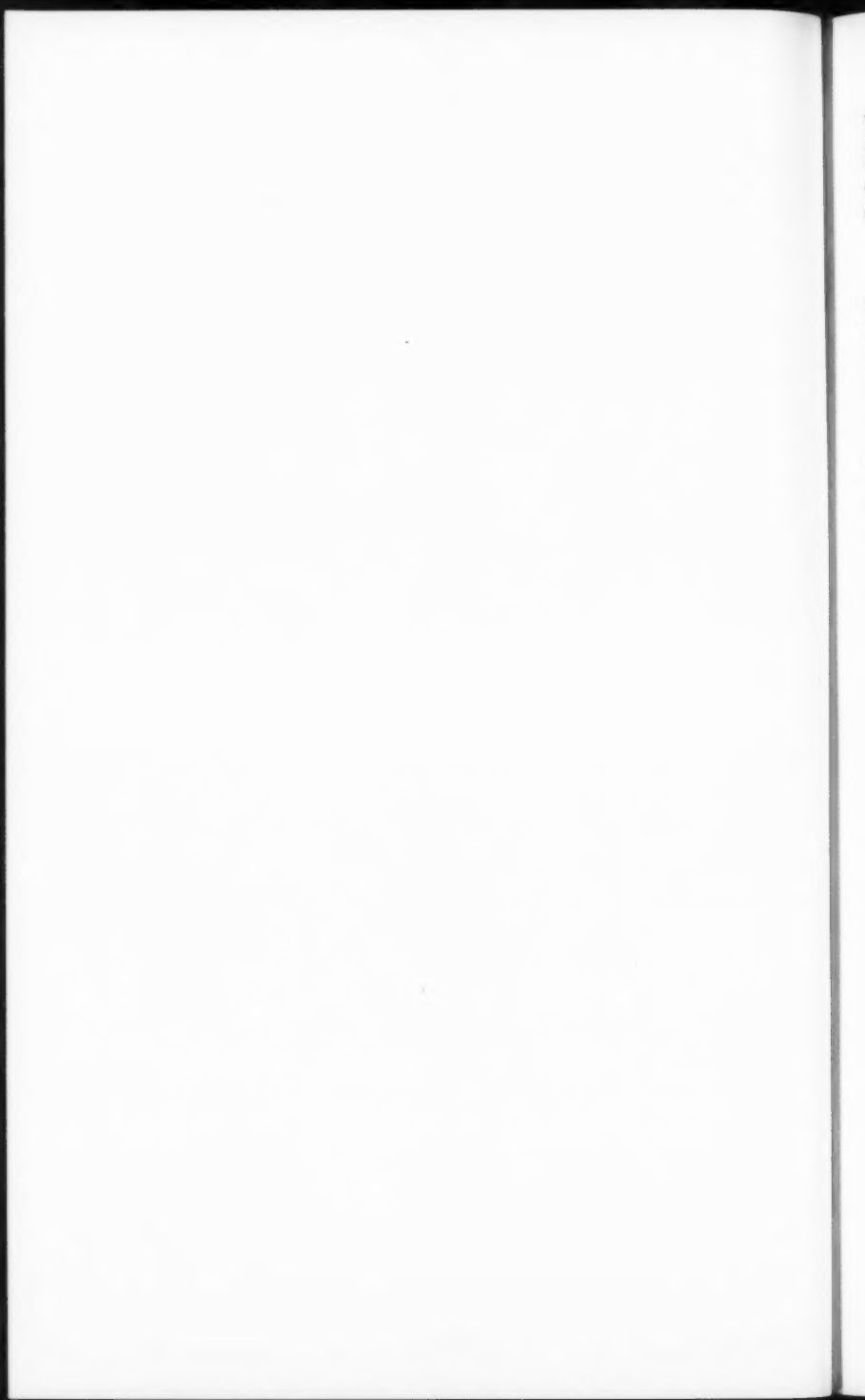
Courtesy of J. Winston Coleman, Jr.

Junction at Chicla. Paris to the left and line to Winchester at the right.



Courtesy of J. Winston Coleman, Jr.

Typical Highway Bridge Spanning the Abandoned Segment.



trains from south of Paris and from Lexington uniting into one train for the run to Cincinnati, or the opposite, if the train was headed in the other direction. Adding to the complication was the arrival and departure of Maysville branch Nos. 11 and 12 while such switching was going on.

### A Dark Horse Enters the Stretch

Shortly after the turn of the century, an interloper arose to challenge the railroad's supremacy in the transportation field. This was the electric interurban. From Lexington, in the heart of the bluegrass, four radiating lines were constructed. One of these, the line to Paris, was built by the Bluegrass Traction Company, and its cars started running in 1903. Soon an hourly service was set up and a tough competitive situation between the railroad and the electric line developed.

The railroad did not attempt to compete by instituting hourly service. Instead it developed a schedule of six round-trips daily (two daily except Sunday) between Lexington and Paris, and extended one of the turn-arounds to Cynthiana. The through service to the south, hinted at previously, was developing, and when the through trains to Knoxville were added, they were routed by Paris-Winchester. Thereafter, the passenger service between Lexington and Paris consisted entirely of locals between these two points, or locals between Lexington and Cynthiana, or Lexington and Maysville. The schedule of December 16, 1917, illustrates this situation:

Stations	No. 11-25	No. 13	No. 9-129	No. 39	No. 131	No. 19
Lv Cynthiana	7:00 a.m.					
Lv Maysville			1:00 p.m.			3:40 p.m.
Ar Paris	7:35 a.m.		3:00 p.m.			5:40 p.m.
Lv Paris	7:47 a.m.	10:28 a.m.	3:25 p.m.	5:57 p.m.	10:37 p.m.	6:47 p.m.
Kenney	7:56	10:36	3:33	6:07	—	—
Hutchison	8:02	10:41	3:38	6:14	—	—
Muir	8:08	10:47	3:44	6:20	—	—
Hamilton	8:17	10:56	3:53	6:29	—	—
Ar Lexington	8:30	11:08 a.m.	4:05 p.m.	6:40 p.m.	11:10 p.m.	7:20 p.m.
	No. 130	No. 14-30	No. 138	No. 18	No. 12	No. 40-10
Lv Lexington	9:50 p.m.	5:45 p.m.	2:35 p.m.	11:20 a.m.	9:35 a.m.	7:00 a.m.
Hamilton	—	5:56	—	11:31	—	7:11
Muir	—	6:03	—	11:39	—	7:19
Hutchison	—	6:14	—	11:45	—	7:25
Kenney	—	6:20	—	11:51	—	7:31
Ar Paris	10:23 p.m.	6:30 p.m.	3:10 p.m.	12:00 p.m.	10:07 a.m.	7:40 a.m.
Lv Paris		7:00 p.m.		12:04 p.m.		7:45 a.m.
Ar Maysville				2:05 p.m.		9:45 a.m.
Ar Cynthiana		7:27 p.m.				

All of these trains ran daily except Nos. 11-25, 39, 14-30, and 40, which ran daily except Sunday. Trains 39, 131, 40, and 138 carried through parlor cars between Lexington and Cincinnati.

During World War I, Lexington people Cincinnati-bound had to change at Paris. The Southern Ry., also serving Lexington, had four through trains between Cincinnati and Jacksonville and New Orleans, two for each destination. A train for each destination followed the

first one by ten minutes, but there was a space of twelve hours between each group of trains. This was done for operating reasons (?). There was another train, the "Blue Grass Special," that originated at Danville, Ky., went to Cincinnati in the morning and returned late in the afternoon. The Southern was a busy road and handled many freight trains on its single track, and the delays to both the "Blue Grass Special" and sometimes some of their main line trains were almost unbelievable.

The L. & N. saw an opportunity of capturing some of this business and lost no time in doing it. Shortly after the close of World War I, the "Lexington Special," Nos. 39 and 40, was added to the schedule. The train left Lexington a little after seven A. M., arrived in Cincinnati well before noon, E. S. T., and returned in the late afternoon, due in Lexington a little after seven P. M. The original consist was a long baggage car, long smoker, long coach and observation chair car. Drawn by a smart ten-wheeler, the "special" made a couple of stops between Lexington and Paris, and about three between Paris and Latonia. The L. & N. was double-tracked between Paris and Latonia, and the train made a record for punctuality. But the locomotive whistling for the towns along the Licking River was a delight to any rail "fan." Traffic increased, another coach had to be added, and a Pacific type was added to replace the ten-wheeler.

One morning, when the special was in the Lexington Union Station waiting to proceed north, a horse car was added at the end of the train. It was in the fall of the year and the Latonia track was in operation. The owner and his family were all comfortably ensconced in the chair car and all went well until Paris was reached. The groom made a hasty entrance and informed the owner that the horse car was to be detached and placed on the Knoxville local, a train that followed the special from Paris to Cincinnati. The conductor of the special confirmed this and the owner rode the local to be with his horse—the family remained on the special. An inquiry to the conductor yielded the fact the special had rights over all trains between Paris and Cincinnati and would carry no cars other than its regular consist between those two points.

Yes, the L. & N. thought a lot of that train and a lot of its patrons took pride in riding it. It served Lexington and served it well.

### **An Appendage to the Track**

For many years the Lexington and Eastern Railway had made use of trackage rights over the C. & O. Ry. to get its passenger trains from the east to the Lexington Union Station; and at the same time it had used the Lexington Belt R. R., which it owned, to move its freight trains from the east to a connection with the L. & N. in west Lexington. Subsequently, the L. & E. sold the belt line to the C. & O., and when the L. & E. itself was acquired by the L. & N. and extended through the coal fields of southeastern Kentucky, the "Old Reliable" was faced with sizable wheelage charges to move its coal and other freight trains from the eastern end of Lexington to its yards in the west end. To relieve this situation, a cut-off track was built around 1914, connecting its

Lexington-Winchester line at a point 6.8 miles from Lexington with a point on its Lexington-Paris line 5.9 miles from Lexington. The former point was named "Bok" after Edward W. Bok, the famous editor, and the latter point was named "Chiele" after a famous race horse. The new cut-off was put to extensive use soon after its completion, with virtually all of the heavy freight traffic to and from Winchester and the east using it and the Chiele-Lexington segment to reach Lexington. Eventually, even the passenger trains via the L. & N. to southeastern Kentucky were re-routed by West Lexington, Chiele, and Bok, and the use of the C. & O. tracks in east Lexington by the L. & N. trains was completely discontinued.

By effecting an all-L. & N. route from Winchester through Lexington to Paris and the north it became practicable to route some of the main-line trains between Cincinnati and Corbin over this trackage. More of this in a minute; but let's turn our attention to a little legal matter that occurred on July 18, 1921. By a deed of this date, the old Maysville and Lexington Railroad Company, Southern Division, conveyed to the L. & N. its line of road between Paris and Lexington, a total distance of 17.69 miles. Although all of the capital stock of the M. & L. was owned by the L. & N., having been acquired with the Kentucky Central Railway purchase in 1891, the Paris-Lexington trackage was not formally deeded to the L. & N. until the date mentioned.

### A Final Burst of Speed

Although the year 1932 was knee-deep in the depression, the schedule at the first of that year showed a daily-round trip between Cincinnati and Lexington, two daily round-trips of trains between Cincinnati and the south by way of Lexington, and a daily round-trip of a mixed run between Lexington and Maysville. On paper, the schedule of January 26, 1932, looked like this:

No. 39	No. 29	No. 31	No. 139	Stations
5:00 p.m.	8:00 a.m.	9:00 p.m.		lv Cincinnati (EST)
			1:10 p.m.	lv Maysville (EST)
6:35 p.m.	9:40 a.m.	10:13 p.m.	2:34 p.m.	ar Paris (CST)
6:45 p.m.	10:12 a.m.	10:20 p.m.	2:40 p.m.	lv Paris
—	10:25	—	3:00	Hutchinson
—	10:30	—	3:10	Muir
—	—	—	—	Hamilton
7:25 p.m.	10:50 a.m.	10:56 p.m.	3:45 p.m.	ar Lexington
No. 140	No. 30	No. 40	No. 34	
5:40 p.m.	1:57 p.m.	7:20 a.m.	4:17 a.m.	lv Lexington
—	—	—	—	Hamilton
5:07	2:21	—	—	Muir
5:12	2:25	—	—	Hutchinson
6:25 p.m.	2:37 p.m.	8:00 a.m.	4:56 a.m.	ar Paris
6:45 p.m.	2:42 p.m.	8:05 a.m.	5:10 a.m.	lv Paris (CST)
10:15 p.m.	—	—	—	ar Maysville (EST)
	6:05 p.m.	11:40 a.m.	8:15 a.m.	ar Cincinnati (EST)

Numbers 139 and 140 were mixed trains. The Sunday schedule of Numbers 39 and 40 varied slightly from the weekday schedule. Num-

bers 29 and 30 operated to and from Knoxville; numbers 31 and 34 to and from Atlanta. The latter two trains included sleepers in their consists between Cincinnati and Knoxville via Lexington.

The hey-day of the Lexington-Paris line, however, was already at its zenith. The automobile was making its dents in the passenger service on this line as it was doing elsewhere. By 1936, the service of 1932 had been halved, and remaining were one daily round-trip of a main-line train between Cincinnati and Atlanta, and the mixed run to Maysville, operating on the following schedule:

No. 1401	No. 341-34	Stations		No. 1390	No. 31-310
12:28 p.m.	3:45 a.m.	lv Lexington	ar	11:20 a.m.	11:02 p.m.
—	—	Hamilton	—	—	—
12:52	—	Muir	—	10:55	—
12:57	—	Hutchison	—	10:49	—
1:10 p.m.	4:22 a.m.	ar Paris	lv	10:35 a.m.	10:30 p.m.
1:30 p.m.	4:27 a.m.	lv Paris (CST)	ar	10:20 a.m.	10:23 p.m.
4:55 p.m.	—	ar Maysville (EST)	lv	9:00 a.m.	—
—	7:40 a.m.	ar Cincinnati (EST)	lv	—	9:15 p.m.

The next blow to the Lexington-Paris segment came in the early "forties" when the round-trip run of the mixed train between Lexington and Maysville was discontinued. This left 341-34 and 31-310 as the sole representatives of passenger service on the line, but the importance of this round trip had been largely diminished when its southern terminus had been cut back from Atlanta, Ga., to Corbin, Kentucky. As a result, it took on the characteristics of a local between Corbin and Cincinnati, the sleeper disappeared, and the number of paying passengers became less and less. Even the asset of a solid car of storage mail between Lexington and Cincinnati failed to provide sufficient revenue to keep the train on a paying basis. Hence, on November 1, 1949, passenger trains on the line were discontinued, and the segment was devoid of this service for the first time since its completion in 1854.

The construction of the Chicle-Bok cut-off had served to diminish the importance of the line as a freight carrier, but for some years until October 9, 1950, a daily round-trip of a local freight train (Numbers 470 and 481) provided such facilities. After that date, freight service was reduced to a turn-around freight train operating twice weekly from Paris to Lexington and return. During these latter years, traffic moving to and from the line consisted almost entirely of cattle, hay, and sheep. Total carloads handled during 1949 and 1950 were 58 and 42, respectively, of which but 11 and 13, respectively, were of commodities other than those mentioned.

No overhead traffic moved over the Chicle-Paris segment after October 9, 1950, when the twice-weekly service commenced. However, during 1949, through traffic between Paris and Lexington consisted of 15,987 cars, and in 1950, before October 9, 10,801 such cars were handled.

### A Thoroughbred Dies

Since the L. & N. had another route (Lexington-Chicle-Winchester-Paris) to take care of overhead traffic, maintenance of the Chicle-Paris segment was not necessary for that purpose. Excluding overhead traffic



for the years indicated, the segment showed losses of \$54,677 and \$34,136 for 1949 and 1950, respectively.

Good business management indicated that the L. & N. system as a whole would profit by the abandonment of the Chicle-Paris segment, and on March 16th, 1951, the railroad applied to the Interstate Commerce Commission for permission to do this. This permission was granted June 8 of the same year.

Some time prior to abandonment, the twice-a-week run of the freight had been stopped and the operator at Chicle discontinued. Then, two or three weeks prior to dismantlement, the services of a Sperry rail car were employed to run over the segment, so that those rails unfit for relay purposes could be detected. Actual tearing up of the line was done under contract by the Kershaw Construction Company of Montgomery, Alabama. The work commenced at Chicle, moving towards Paris. About one mile of track, leading out of Paris to Wright, was left in for possible industry and storage use.

Thus "finis" was written to the famous thoroughbred line of the L. & N. The autopsy was commenced around September 1, 1951, and by December 1st, of the same year, the last of the corpse was buried.

### **Through the Inner Bluegrass**

The 12.68-mile segment of railroad between Chicle and the abandonment point south of Paris touched a section of the inner bluegrass region of Kentucky that was notable for several large horse farms as well as some very productive farm land. Since it traversed a gently rolling country, the route of the railroad was basically a direct-line one, following no stream courses between Chicle and Hutchison, and only generally following Houston Creek between Hutchison and Kenney.

Curves on the line were quite numerous although there was a one-and-one-half-mile stretch of tangent track and several other tangents each almost a mile in length. None of the curves were spiralled with the exception of the one at Kenney which was spiralled at both ends. Rail on the line was of 100-lb. section in the main track, and 70-lb. in sidings. All ties were creosoted and tie-plated. There were automatic highway wig-wag signals at Muir crossing and Bethlehem road crossing, but no other automatic signals of any kind.

Grades were light, rarely exceeding .6%. There was a thirty-foot drop in the mile from Chicle to Bryant, virtually level track for another mile to Elmendorf, a rise of thirty feet during the next mile to Muir, a mile of level track, a descent of eighty-five feet during the next four miles, level track for one and one-half miles, then a rise of fifteen feet during the final one and one-half miles to point of abandonment.

At Elmendorf, a concrete loading ramp with stalls constituted a facility through which many famous race horses were moved to and from race tracks by means of the railroad. Muir station was served by a one-story frame depot of conventional design. At Hutchison, a two-story brick building, basically a general store, provided station facilities. There were three section houses and one tool house located on this segment of track at time of abandonment.

Stations and track facilities between Chicle and Paris were as follows:

<i>Distance From Lexington</i>	<i>Station</i>	<i>Track Facilities</i>
5.9	Chicle	Junction of main tracks, Eastern Kentucky Division, and line to Paris
7.0	Bryant	
8.2	Elmendorf	402' private siding
9.1	Muir	1557' siding
12.2	Hutchison	1292' siding
15.3	Kenney	753' siding
16.7	Wright	

During a considerable period of its operation, the right-of-way along the Lexington-Paris line was utilized by the railroad for its telephone and telegraph lines between Lexington and Cincinnati, seven or more pairs being in use. However, in ample time before the abandonment of the branch, these lines were re-routed by way of Winchester.

There were four over-head highway bridges crossing the abandoned segment. Five bridges of the deck girder variety were on the line, the longest of which were the 78-ft. structure over North Elkhorn Creek, the two 42-ft. girders over Davis Creek, and the 79-ft. bridge over Houston Creek.

Of the abandoned mileage, about 3.75 miles were in Fayette County, and the remainder in Bourbon.

In the years immediately preceding the end, specific operating procedures applying to the Chicle-Paris segment were rather few in number. There was a part-time train order office at Chicle, and all trains were required to register at that point. Yard limits were in service on the line as it entered Paris.

Passenger trains were limited to forty-five miles per hour; freight, work, and mixed trains to thirty; and top-heavy equipment cars such as derricks to twenty-five. Train 34 was made superior to 341, 310 to 31, and 1390 to 1401. "Lexington towards Paris" was the superior timetable direction on the branch.

Mixed trains 1390 and 1401 were authorized to stop at Bryant to receive and discharge passengers, and conditional stops were authorized for No. 310 at Muir and Hutchison. The normal position of the main track switch at Chicle was for movements between Ravenna and Lexington, and would be thrown for the Paris track for specific movements and then returned to the normal position.

## II. A WORKHORSE EXPIRES

### Out-foxing the "Old Reliable"

The following anecdote, based on recollections of Attorney John W. Muir, of Bardstown, Ky., has been previously published, but any account of the old Shelbyville-Bloomfield line would be utterly incomplete without its inclusion.

It seems that the late Ben Johnson, of Bardstown, whose stature as a famous Kentuckian was equally as great as his physical stature, made a "killing" in the orchard-grass seed market around the turn of

the century, and was looking for a suitable investment for his newly-acquired wealth. For some time he had been purchasing bonds of the Shelbyville, Bloomfield and Ohio R. R., and apparently had a live interest in its future.

When Col. Johnson heard that the little carrier was to be sold again, this time on the station platform at Shelbyville to the highest bidder, he arranged to be present with more than \$100,000 in cash. He was accompanied to Shelbyville by two former Confederate soldiers, who were, of course, suitably equipped to discourage any attempt at "sharing the wealth."

Terms of the sale were "cash on the barrel head," and the L. & N., expecting to be the only bidder, had arranged for its representative, Judge Gilbert, of Shelbyville, to be present with a certified check for \$100,000. When Gilbert confidently made his bid on behalf of the "Old Reliable" he was greatly surprised to find himself outbid by Col. Johnson. He asked for more time but this could not be granted, and the line was "knocked down" to the Colonel. The latter, striking while the iron was hot, took the next train into Louisville and immediately made his way to the office of Milton H. Smith, then president of the railroad.

News of Col. Johnson's purchase had already reached "M. H." and he asked the Colonel somewhat sardonically what he intended to do with the little carrier. Replied he, "I'm going to re-sell it to the L. & N.—at a neat profit, of course!"

Mr. Smith laughed, it is said, and informed his visitor that he would be unable to operate the line; that he had no rolling stock. Johnson then called attention to the fact that there was a complete train at Bloomfield when the sale took place, and that, according to the terms, any rolling stock on the line at the time went with the carrier.

"M. H." retired to another room to confer with his attorneys. When he returned he said that any passengers or freight hauled to Shelbyville, by the S. B. & O., would be *left* there because the L. & N. would not transport them further. Col. Johnson retorted that the I. C. C. rules and regulations governing connecting carriers would prohibit him from carrying out his threat. Another conference with the attorneys followed, with the end that the L. & N. purchased the line at a price which meant a profit of some \$50,000 for the astute colonel.

### Triplets Are Foaled

The early history of the Bloomfield Branch is quite involved, and starts with the Cumberland and Ohio R. R., which was incorporated by special act of the Kentucky General Assembly approved February 24, 1869. By an act of the Tennessee legislature approved January 10, 1870, the company was given the right to construct a railroad into Tennessee.

The backers of the C. & O. R. R. had in mind the linking of Louisville and Cincinnati on the north, with Nashville and Chattanooga on the south. By 1876, the company was bankrupt and had already spent some \$1,600,000 with nothing to show, with the exception of an unfinished roadbed, some right-of-way, and a few minor improvements between Eminence, Ky., and Greensburg.

Perhaps to enable the owners of the ill-fated line to partially recoup their losses through sale of these dubious assets, the charter of the company was amended by a special act of the Kentucky Legislature, approved March 18, 1878, by which the properties were divided into two sections to be known as the Northern Division of the Cumberland and Ohio R. R. Co., and the Southern Division of the same company, respectively. The first road was to extend from Campbellsburg, in Henry County, to Bloomfield, in Nelson County, and it was already partly constructed between Shelbyville and Bloomfield. In fact, considerable work in the grading of the right-of-way had been accomplished between Eminence and Shelbyville, portions of which are visible today. The Southern Division was to extend from Lebanon to Greensburg, and it had been partially built between C. & O. Junction (a point just east of Lebanon) and Greensburg.

A third off-spring of the Cumberland and Ohio, the "Middle Division," was incorporated March 24, 1880, and a line was completed from Bardstown and Springfield on February 1, 1888. It was evidently the intention of the backers of the Middle Division to build south from Springfield to Lebanon, and north from Springfield to Bloomfield, thus connecting the three units of the C. & O. into a single physical entity.

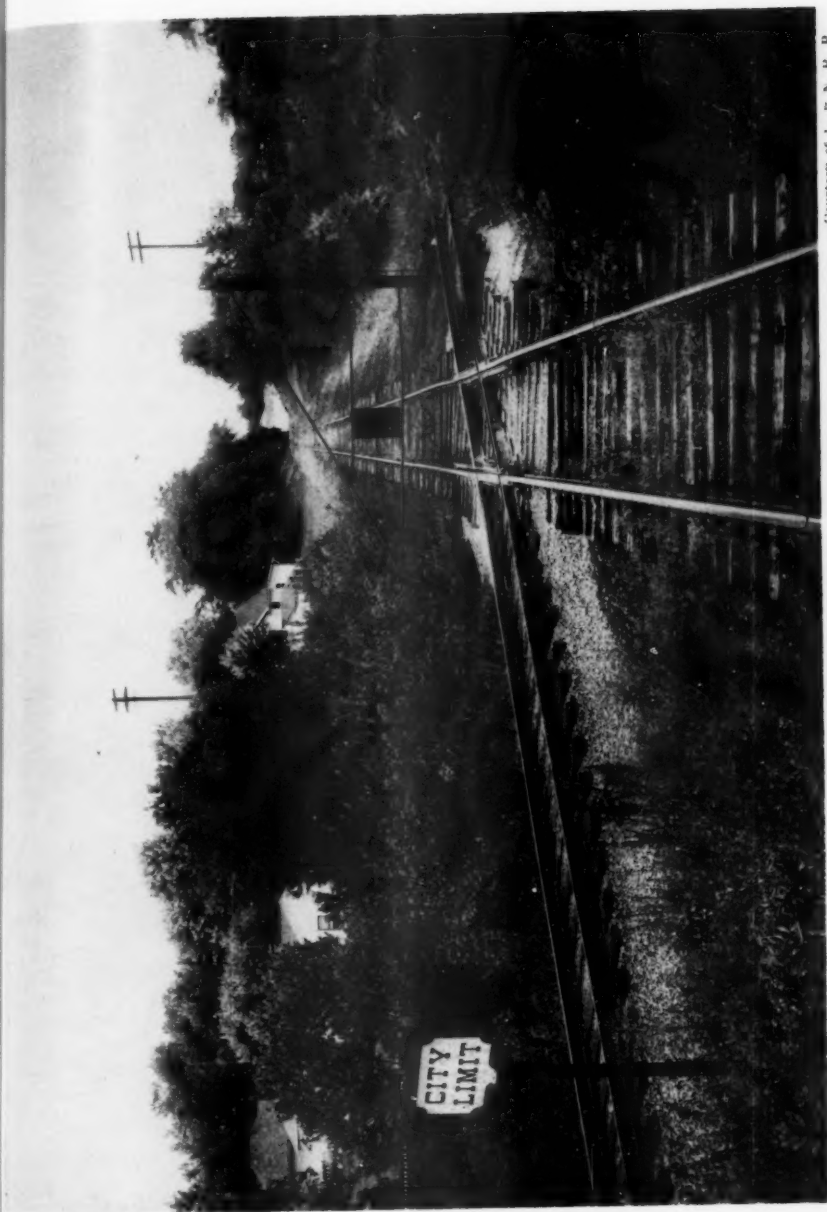
On July 28, 1879, the unfinished roadbed, right-of-way, and other improvements owned by the Cumberland and Ohio, Northern Division, and extending from Eminence to Bloomfield, were leased for a period of thirty years to the Louisville, Cincinnati and Lexington Railway Co. In January, 1880, the lease was modified so as to provide for the immediate construction of the road between Shelbyville and Bloomfield by the L. C. & L. Ry. During the same year the segment was completed at a cost to the lessee of \$395,524. The portion between Campbellsville and Shelbyville was never finished.

From the time of its completion until November 1, 1881, the Bloomfield branch was operated by the L. C. & L. Ry. On the latter date, that railroad was acquired by the Louisville and Nashville Railroad, the transfer including all of the property, contractual, franchise, and other rights of the former owner. As a consequence, the branch was operated from the date of purchase until January 25, 1896, by the L. & N. R. R.

Since the branch had been built to the L. C. & L. Railway's prevailing gauge of 4' 9", it did not share in the L. & N.'s wholesale gauge change that took place on May 30, 1886. However, the gauge was about the only favorable thing about its construction, the Railroad Commissioners of Kentucky reporting in 1889—

"The Northern Division of the Cumberland & Ohio is not in first-class condition. It was not originally well built. Was laid with light iron rails, not well ballasted, and having a number of trestles now old which have not been well maintained . . ."

Things looked better to the Commissioners two years later, as they remarked in 1891—



Southern Ry. Crossing at Shelbyville. Gate is across L. & N. track at Shelbyville.

Courtesy of L. & N. R. R.



Courtesy of L. & N. R. R.

Wakefield Station and General Store.



Courtesy of John B. Fravert

Trestle between Taylorsville and Wakefield.



Courtesy of L. & N. R. R.

South End of Taylorsville Yard with Bridge over Salt River.



Courtesy of L. & N. R. R.

Taylorsville Station with "combine" of the mixed train.





Courtesy of L. & N. R. R.

South Portal of L. & N. R. R. Tunnel.



"The repairs so badly needed on the Cumberland and Ohio (N. D.), in the way of new trestles, have been largely made."

Other improvements were made by the L. & N. on the branch. By 1892, 22.72 miles of the total of 26.72 were ballasted, and 13.46 were fenced. In spite of this investment, however, operating results were constantly in the red. It is interesting to note the sources of income for four fiscal years (July 1 through June 30) of this period:

<i>Years</i>	<i>Freight</i>	<i>Passenger</i>	<i>Ex- press</i>	<i>Mail</i>	<i>Misc.</i>	<i>Income</i>	<i>Ex- penses</i>	<i>Deficits</i>
1888-1889	\$11,638	\$ 9,077	\$461	\$ 210	\$103	\$22,491	\$44,313	\$21,822
1889-1890	\$12,720	\$11,282	\$450	\$1,207	\$109	\$25,770	\$51,797	\$26,027
1890-1891						\$24,337	\$42,890	\$18,553
1891-1892	\$12,663	\$11,591	\$436	\$1,208	\$106	\$26,005	\$38,590	\$12,585

The years 1893-1894 and 1894-1895 also showed losses, gross incomes of \$29,555 and \$38,280 being offset by expenses of \$35,695 and \$38,659, amounting to deficits of \$6,140 and \$371 for the two fiscal years, respectively.

In August, 1892, the L. & N. instituted suit against the Northern Division of the Cumberland and Ohio Railroad Company to recover judgment for moneys paid on its account, and to enforce a lien under provisions of the lease. On January 31, 1895, a judgment was rendered in the L. & N.'s favor for \$419,803, and for a sale of the property and franchises of the Northern Division of the C. & O. R. R. In January, 1896, a receiver was appointed, and from January 25, 1896, until December 31, 1897, the L. & N. operated the road as agent for the receiver.

On December 17, 1897, the property was sold to Samuel Spencer, then president of the Southern Railway. The L. & N. operated the line as agent for Spencer until February 5, 1898, and Spencer, himself, operated the road to June, 1900, using it as a feeder to the line of the Louisville Southern from Louisville through Shelbyville to Danville, which had been completed in 1888.

In a further suit, this in equity to enforce the lien created by a mortgage of July 2, 1879, a judgment of the Shelby Circuit Court, rendered September 26, 1898, decreed that all of the property, rights, and franchises of the company be sold. At such a sale on March 2, 1900, P. Booker Reed and certain bondholders, principally the stockholders of the old Northern Division of the Cumberland and Ohio, became the purchasers of the property and franchises.

For the purpose of owning and operating the 26.72-mile line, the Shelbyville, Bloomfield and Ohio Railroad Company was incorporated June 26, 1900, and, until September 30 of the following year, the S. B. & O. R. R. was operated by its own organization. It was the S. B. & O. whose bonds were bought up by Colonel Ben Johnson, thus giving him control of the railroad and enabling him to drive the bargain with the L. & N. related in the first part of this article.

As has been stated, the sale of the line to the L. & N. was consummated and the "Old Reliable" finally gained possession of the trackage to Bloomfield by deed dated September 28, 1901.

### In and Out of the Red

For a number of years following the L. & N.'s purchase of the line, the quantity of the traffic "had its moments" and profits were shown every year or so. Several freight and passenger trains were operated daily in each direction, and the railroad serving Bloomfield became a very necessary community institution.

Traversing a prosperous agricultural region of the type dominating the outer bluegrass, most of the freight hauled reflected this economy. Principal commodities moved were tobacco, fertilizers, feeds, coal, dairy products, agricultural machinery, lumber, hay and grain, sand and gravel, and the like.

For the more financial-minded of our readers, here is how the L. & N. came out on its Bloomfield Branch operation during its first few years of ownership, the starred (\*) figures representing deficits:

Year	Gross	Expenses	Net
1901	\$30,230	\$28,550	\$ 1,680
1902	\$28,255	\$25,083	\$ 3,169
1903	\$36,319	\$40,036	\$ 3,717*
1905	\$36,865	\$43,574	\$ 6,709*
1906	\$44,594	\$43,793	\$ 801
1907	\$46,080	\$58,625	\$12,545*
1908	\$48,501	\$57,922	\$ 9,421*

### "Hack and Dray"

In the early part of the century the L. & N. scheduled two passenger train round-trips through from Louisville to Bloomfield, one running daily, and one daily except Sundays. The direct route to Louisville over the Shelby cut-off was used, rather than the one via Christiansburg. The timetable of January 5, 1903, shows this service as follows:—

No. 52		No. 54	Miles	Stations	No. 51		No. 53	No. 65	
Daily	Ex-Sunday				Ex Sunday	Ex Sunday	Ex Sunday	Sunday only	
5:00 p.m.	7:30 a.m.	0.0	lv	Louisville	ar	8:20 a.m.	6:00 p.m.	9:00 a.m.	
6:10	9:27	31.1		Shelbyville		7:00	4:00	7:45	
6:15	10:00	31.6		Bloomfield	Jct.	6:55	3:07	7:40	
f6:28	f10:18	36.7		Logan		f6:37	f2:48	f7:22	
f6:33	f10:29	38.9		Finchville		f6:30	f2:40	f7:15	
f6:40	f10:38	41.2		Veech		f6:24	f2:34	f7:08	
f6:45	f10:49	43.1		Normandy		f6:19	f2:28	f7:03	
f6:54	f11:02	46.0		Yoder		f6:10	f2:15	f6:53	
6:59	11:11	48.2		Taylorville		6:05	2:05	6:48	
f7:16	f11:36	53.4		Wakefield		f5:52	f1:45	f6:33	
7:30 p.m.	11:59 a.m.	58.2	ar	Bloomfield	lv	5:40	1:30 p.m.	6:20 a.m.	

From this schedule it is evident that two sets of equipment and crews were used, Nos. 54 and 53 operating out of Louisville, and Nos. 51, 52, and 65 being based at Bloomfield. In general, this type of schedule prevailed on the Bloomfield Branch for many years. However, a 1917 schedule shows one essential change. By then the daily-except-Sunday, round-trip out of Louisville (now Nos. 55 and 56) was operating by way of Lagrange and Christiansburg, rather than the direct route.

The operations in 1923 on the Bloomfield Branch were similar to 1917, with the exception of the fact that No. 65 was eliminated, and No. 51 was made to run daily. Sometime before 1928, the first drastic curtailment on the Bloomfield line occurred when the daily round-trip of the crew and train out of Bloomfield, operating as Nos. 51 and 52, was eliminated. Thereafter, the line was to be left with only Nos. 55 and 56, to become a mixed train, and operate daily except Sunday out of Louisville by way of Christiansburg. Below is the August, 1928, version of this "amputated" service:—

No. 56	Stations	No. 55
6:55 a.m. lv	Louisville	ar 7:15 p.m.
9:39	Christiansburg	3:40
10:14	Shelbyville	3:15
10:33	Logan	2:55
10:39	Finchville	2:50
10:51	Normandy	2:38
11:02	Taylorsville	2:24
11:17	Wakefield	2:12
11:30 a.m. ar	Bloomfield	lv 2:00 p.m.

The early 'thirties and the great depression were hard times for all railroads, but the Bloomfield Branch, faced with improved roads paralleling the line, an increasing number of trucks and automobiles, and serving no great population centers, was harder hit than many segments of the road. December 30, 1939, was the date of the last daily train. In its place appeared a mixed train, making the round-trip on the branch on Tuesdays and Fridays, only. It originated in Louisville and eschewed the Christiansburg route for the more direct one by the Shelby cut-off. Making its first round-trip on January 2, 1940, its schedule, which follows, remained unchanged until time of abandonment.

No. 184	Stations	No. 169
6:00 a.m. lv	Louisville	ar 1:25 p.m.
7:23 a.m. ar	Shelbyville	lv 12:05 p.m.
No. 165		No. 168
7:42 a.m. lv	Shelbyville	ar 11:43 a.m.
7:45 a.m. Bloomfield	Jct.	11:39 a.m.
No. 166		No. 167
7:50 a.m.	Main Street	7:11:34
7:58:10	Logan	7:11:12
7:58:17	Finchville	7:11:07
7:58:25	Veech	7:11:00
7:58:32	Normandy	7:10:55
7:58:43	Yoder	7:10:49
7:58:50	Taylorsville	7:10:34
7:59:15	Wakefield	7:10:22
9:40 a.m. ar	Bloomfield	lv 10:10

The L. & N.'s light consolidation locomotives were assigned to the branch during the last decade of its life, and Nos. 933 and 940 were the most frequent workers on the line. The 940 made its last run to Bloomfield, however, around the middle of March, 1947, for on the next trip,

that of March 22, Diesel No. 19 made its initial appearance, and from that date on, the steam locomotive was to be seen no more on the Bloomfield Branch. The little turntable at Bloomfield and the water tower at Taylorsville were promptly dismantled, symbolizing a modern age that the line would enjoy all too briefly.

### Mid-Century Operations

It might be interesting to pause briefly in our account and take a look at a few of the features of operational practices on the branch. There was a speed limit of thirty miles per hour for passenger trains, and twenty-five for mixed, freight, and work trains. Engines run backwards on the branch were limited to fifteen miles per hour. All trains had to come to a full stop and be flagged over Main Street, Shelbyville. At the crossing of the Southern Railway, at the south limits of Shelbyville, the crossing gate was normally set against the Bloomfield Branch. After the train came to a full stop, a member of the crew would swing the gate across the opposing track if no Southern trains were in sight, and the same member of the crew would restore the gate to the normal position after the branch train passed the crossing.

Nos. 166 and 167 were not required to protect their trains against following extras between Bloomfield Jet. and Bloomfield. Extra trains on the branch could not follow 166 or 167 except under protection unless they were informed by train order that the regular train was protecting against their movements, or that the regular train was outside of the restricted territory. Train No. 166 was made superior to No. 167, thus avoiding the necessity of train orders to the former if it got delayed and on the time of No. 167. No. 166, arriving at Bloomfield, was authorized to proceed as No. 167 without the usual clearance form.

All trains on the branch had to register at Bloomfield. Trains going to the Bloomfield Branch were required to call the dispatcher from Bloomfield Jet., and inform him when the train was clear of the main track; likewise, trains leaving the branch were also required to call and secure a check of overdue superior trains on the main line.

The twice-a-week service on the branch was handled by a mixed train that originated at South Louisville and operated 122 miles per round-trip, of which only 54 miles were on the branch. No services were normally handled between South Louisville and Shelbyville, although passengers would be carried in the wooden combine between these points; and occasionally the dispatcher would order some of the crew of the train to do some switching between South Louisville and Shelbyville, usually on the return trip.

Because of the track condition and grades on the line, the train consist pulled by the 100-ton Diesel switcher was limited to the combine and ten loaded freight cars between Shelbyville and Taylorsville, and an additional car between there and Bloomfield. Practically, however, this restriction was of little importance in the latter days of the branch, four or five loads and two or three empties generally comprising the typical consists of that time.

There were no railroad telephone lines paralleling the tracks, a condition leading to unusual operating conditions at times. For example, when the station agent needed a stock car he would customarily put a note in the waybill box and flag the local freight. On one occasion, David Wilson, while agent at Finchville, needed such a car on the following Saturday, and to play safe he left the message in the waybill box on Thursday. He was home at lunch as the local went by but he heard it stop, and naturally assumed that his message had been received.

Friday came, but when the local arrived there was no stock car for Finchville. Wilson asked the conductor if he had received the note but the "brains" replied that all the box contained was a bird's nest. An examination verified the truth of the statement, plus evidence to the effect that the all-important note had been carried off by the wren.

The story is told of a flagman, evidently used to exerting his talents on main-line trackage, who made his first run on the Bloomfield Branch. As the freight train on which he was assigned came over the hill at Pickett, the flag for a stop was sighted at Finchville Station. "The flag is out," shouted Conductor Richard Gregg, and the "first-time" flagman promptly dropped off the caboose and went back to flag in strict accordance with Rule 99, apparently unaware of the more lenient rules applying to the branch. The train crew, not expecting such a literal compliance on the part of the flagman, took the train on to Shelbyville never missing the flagman until it arrived at that point. Needless to say, the jilted crew member had to get back to Louisville any way he could.

When women were concerned, however, train crews on the Shelbyville Branch observed all the usual proprieties. On the milk train returning to Bloomfield late one Sunday night was a damsel bound for Taggart. Since Taggart was simply a stop located in a spot of woodland, the conductor hesitated to put her off in such a location late at night unless he was sure that she would be met by the proper persons. The train stopped, and when it was established that no one was in sight, the conductor had the locomotive blow several short blasts on the whistle. Then he called across the hollow to Joe ——— who was to meet the girl, "Here is a woman. Come and get her."

Joe did.

In the severe winter of 1917, the agent at Finchville went home late at night, before the passenger train due at 11:00 p. m. had arrived. The next morning, hearing a train blowing, agent Wilson hurried into his clothes in his rush to get down to the station and meet the early morning local. You can imagine his surprise when he was greeted by the preceding night's train—just arriving after having been stuck in a snowdrift.

During the tobacco season, when the steam locomotive had to engage in switching for three or four hours at a time at Bloomfield, the water would get low and the engine would have to cut and run to Taylorsville for water. One night, when a car at Bloomfield jumped the track tearing up quite a bit of right-of-way, considerable time was spent in making the track passable. When conditions became such that the train could

proceed, it was discovered that the coal in the engine had become exhausted, so the crew had to leave the entire train and return to Louisville by other means.

Many other operating bug-a-boos happened at the Bloomfield terminal. One time when the engine crew was cleaning the fires in a locomotive, the grates stuck open and no amount of muscular persuasion would close them. As a result, a relief locomotive had to be dispatched from Louisville to pull the disabled engine back to the shops.

One time, when an engine was on the Bloomfield turntable, that device refused to turn despite the efforts of fifteen men. Agent Wilson sent for an auto wrecker, and this did the trick. An auto wrecker was again called for when an off-center box car jumped the track twice in a row. The car was re-railed each time without calling on the L. & N.'s "big hook."

Then there was the time at Bloomfield when a cow decided to have an off-spring on the main track just north of a train scheduled to leave. Needless to say, the train was delayed until the termination of the "glorious event."

### **Informality On the Branch**

In common with many short line and branch railroads, some of the activities were of a nature not to be found in the book of rules or employees' timecards. Trains on the Bloomfield Branch were often late, and during the hunting season the crews were accused by the patrons of spending more time rabbit hunting than running their trains. This view was somewhat reinforced when the local freights would come into Bloomfield with freshly deceased rabbits hanging from the running boards of the engine, and the platform rails of the caboose. It is said that many good marksmen were developed among the conductors and rear brakemen who shot rabbits from the rear platform of a moving caboose.

The tunnel on the Bloomfield Branch was a mecca for the children of the neighborhood, and became a favorite location for playing hiding-eyes, as well as cooling off during hot weather. At each end over the head of the tunnel were a number of holes which were rendezvous for varmints. At one time there was talk of eliminating the tunnel by cutting through or going around the slope of the short hill, and the youngsters were glad when the talk died out, because they could continue to set traps in the holes to catch skunks and other denizens of the earth.

Oberlies Station was the location of a famous vineyard in the early days of the branch. People in great numbers would ride the train to this point to visit the vineyard and enjoy the delightful taste of the different wines which the owner maintained for just such receptions. Many of the people would come from Louisville, and it was a gala day when these special events took place. Similar excitement occurred when special trains from Louisville brought picnickers to the resorts around Taylorsville.

When business became more slack, train crews were known to stop and pick blackberries, often joined by the passengers. Section men

would provide much of their winter fuel by loading wood they had gathered in the hills, into the baggage car to be hauled into Taylorsville, convenient to their homes.

### **"The Workhorse Is Shod No Longer"**

As economic conditions became clearly hopeless for the line, application was made to the Interstate Commerce Commission, in 1942, for permission to abandon the branch. Considerable opposition arose, and in view of (a) the patrons' promises to supply greater traffic volume, and (b) an actual temporary traffic increase, the application was withdrawn.

However, the anticipated traffic shot-in-the-arm failed to materialize on a permanent basis. As a consequence, the L. & N. was forced to maintain the line at its lowest possible standard to permit its continued use. By 1952, much of the rail had become surface-bent, and about one-half mile was rusted out and required renewing. Ties were mostly rotten, requiring a replacement schedule of 1,000 or more per year, while the trestles had a life expectancy ranging from four to six years, each. Two of them required track limitations of five miles per hour and would have had to have been completely repaired within six months. The one tunnel on the line required 150 feet of relining, and the culverts, built in the period from 1896 to 1905 were beginning to fail.

A survey conducted by the road's engineers revealed the fact that it would require expenditures of \$43,616 per year for five years to keep the line at its present level of maintenance. Against these figures were others indicating a passenger and freight business that was showing annual deficits that could scarcely justify further expenditures on the line. The total number of passengers carried on the Bloomfield Branch in 1949, 1950, and 1951 was 323, 311, and 575, from which the railroad realized the sums of \$84, \$72, and \$109, respectively.

Carload freight movements on the line for the same years were no more encouraging, reaching totals of 406, 455, and 543. During 1951, trains operating on the line averaged 2.8 loaded freight cars per train, of which 1.7 moved outbound, and 3.5 moved inbound. Net financial results of operating the Bloomfield Branch during 1949, 1950, and 1951 showed losses of \$26,122, \$12,098, and \$18,493.

Relief from such a sordid fiscal picture could be obtained only by abandoning the line, and so, for a second time, such permission was requested from the I. C. C., on October 1, 1951. Although there was again opposition to the proposal from state officials, Nelson and Spencer counties, and the cities of Taylorsville and Bloomfield, the I. C. C. said that "... present circumstances do not justify denial of permission to abandon the line to allow the protestants another opportunity to demonstrate that the area is able to provide traffic and revenue adequate to make operation of the line worthwhile."

Permission for this abandonment was given the L. & N., on September 3, 1952, and the last trains were run over the branch on Friday, October 10th, with the abandonment becoming officially effective on October 13th. Shortly thereafter, forces were at work removing the line's track, trestles, bridges, and other structures.



### Through the Outer Bluegrass

The Bloomfield Branch made a connection with the main track of the L. & N. at a point known as Bloomfield Junction, one-half mile west of Shelbyville station, by means of a westerly-facing switch. The railroad ran south through the streets of Shelbyville, then veered in a southwesterly direction for a few miles. The line then pursued a generally southern course the rest of the way.

Like the abandoned Chicle-Paris segment, the Bloomfield Branch was a cross-country line, generally ignoring drainage patterns, but unlike the trackage mentioned, the Bloomfield Branch took upon itself the characteristics of a roller-coaster since the outer bluegrass topography has far greater extremes of elevation than the inner bluegrass. The steepest grade on the line was a short stretch near Dry Run where it reached 1.45%, but there were numerous grades of 1.25%, and very little completely level trackage. The longest continuous grades were the four-mile southerly descent into the valley of Salt River at Taylorsville, and the three-and-one-half-mile ascent out of the same valley south of Taylorsville.

Curves on the line were very numerous, there being only two tangents approaching a mile in length. One of these was in the mile immediately north of Logan, and the other was in the mile immediately north of Pickett. There was a three-quarter-mile tangent just north of Taylorsville, and a one-half-mile long tangent into Bloomfield. All curves on the branch were spiralled. Rail on the line was largely of 70# section, although there were some short stretches of 80# and 90# rail, and in Shelbyville, itself, 100# rail was used. The ties were mostly creosoted pine on cinder and screenings ballast, and were about 50% tie-plated with six-inch size plates.

There was one tunnel on the branch, a structure 356 feet long, located on the ascending grade, about one and one-half miles south of Taylorsville. The lone water tank of 48,600 gallons capacity and pumped from Salt River, was at Taylorsville, although in the early days of the line there was a well and pump for watering engines at Bloomfield. Depot structures were to be found at Finchville, Taylorsville, and Bloomfield, with platforms at Pickett and Cottrell. There were three section houses on the branch. Yard limit signs were in place at Shelbyville and Bloomfield.

At the south side of Shelbyville the branch crossed the main track of the Louisville-Danville line of the Southern Railway System. There was no physical connection between the two railroads at this point although in 1937, at the time of the Louisville flood, a temporary connection was made to permit a car containing a large transformer to leave Lexington by way of the Southern to arrive at Anchorage over the L. & N.

About six spurs from the branch served industries located within Shelbyville. Other stations with their track facilities, were as follows:





Courtesy of L. & N. R. R.

Bloomfield Station, L. & N. R. R.



Courtesy of L. & N. R. R.

The Last Train on Bloomfield Branch. Taken at Shelbyville.

## LOUISVILLE & NASHVILLE

### Table

19 LOUISVILLE, SHELBYVILLE AND BLOOMFIELD

19				52		55		Distance		Trains 55 and 56 run via Lagrange.				51		55		15	
Ex. Su.		Daily		PM		AM								Daily		Ex. Su.		Ex. Su.	
8 05	8 10	8 17	7 20						0	Lv. Louisville	Ar	8 05	8 45	8 20					
8 13	8 17	7 28								" Fourth Street		7 56	8 37	8 11					
8 20	8 25	7 36							4.5	" Baxter Avenue	Ar	7 48	8 28	8 03					
f 8 25	f 8 32	f 7 41	7 1						7.5	" Crescent Hill	Lv	f 7 42	f 8 22	f 5 57					
		f 7 44	8.8							" St. Matthews		f 7 38	f 8 19	(152)					
		f 7 48	11.6							" Lyndon		f 7 32	f 8 15	(152)					
(151)	f 5 45	f 7 52	14.5							" Lakeland		f 7 26	f 8 11	(152)					
8 36	8 46	7 53	15.3							" Anchorage		7 24	8 08	5 43					
f 8 42	f 8 51		17.7							" Avoca		f 7 17		f 5 38					
f 8 48	f 8 57		20.8							" Eastwood		f 7 09		f 5 32					
f 8 51	f 9 00		22.4							" Long Run		f 7 04		f 5 28					
9 00	9 10		26.4							" Simpsonville		6 50		f 5 19					
f 9 07	9 20		30.4							Lv. Scotts		f 6 39		f 5 11					
f 9 15	9 33		34.3							Ar. Shelbyville	Lv	6 25		5 00					
		f 7 53	15.3							Lv. Anchorage	Ar		8 09						
		f 7 58	17.7							" O'Bannon	Lv		f 8 06						
		f 8 02	19.9							" Pewee Valley			f 8 01						
		f 8 04	21.3							" Crestwood			f 8 58						
		f 8 07	22.7							" Camden			f						
		f 8 08	23.7							" Glenarm			f 8 54						
		f 8 14	26.4							" Buckner			f 8 49						
		8 25	30.3							" Lagrange			8 35						
		f 8 35	35.8							" Jericho			f 8 20						
		8 40	38.6							" Smithfield			8 14						
		8 50	43.3							" Eminence			8 06						
		8 55	45.6							" Hill Spring			f 8 01						
		8 58	47.3							" Pleasureville			4 57						
		f 9 03	49.7							Lv. Cropper			f 4 51						
		9 08	52.7							Ar. Christiansburg			4 45						
		9 55	61.2							Ar. Shelbyville	Lv		3 02						
		9 55	61.2							Lv. Shelbyville	Ar	f 6 25	3 02	3 02					
f 10 26	f 8 33	f 10 26	39.7							" Logan	Lv	f 6 05	f 2 47	f 2 47					
f 10 33	f 7 02	f 10 33	42.1							" Finchville		f 5 58	f 2 40	f 2 40					
f 10 40	f 7 08	f 10 40	44.1							" Veech		f 5 52	f 2 33	f 2 33					
f 10 46	f 7 15	f 10 46	46.1							" Normandy		f 5 47	f 2 28	f 2 28					
f 10 56	f 7 25	f 10 56	49.4							" Yoder		f 5 39	f 2 19	f 2 19					
f 11 02	f 7 32	f 11 02	51.2							" Taylorsville		f 5 33	f 2 13	f 2 13					
f 11 18	f 7 50	f 11 18	56.3							Lv. Wakefield		f 5 19	f 1 57	f 1 57					
f 11 30	f 8 08	f 11 30	61.4							Ar. Bloomfield	Lv	5 06	f 1 46	f 1 46					
AM	PM	AM										AM	PM						

Courtesy of L. & N. R. R.

**Bloomfield Branch Timetable 1917.**

## LEXINGTON AND NORTH CABIN—PARIS—SOUTHWARD

SECOND CLASS			FIRST CLASS						TIME TABLE		
47	45	481		15	323	321		31	3	341	No. 100
Freight	Freight	Freight		Western Express	C. & O. Passenger	C. & O. Passenger		Express	Passenger	Passenger	Taken effect Sunday, May 22, 1949, at 12:01 A. M.
Daily	Daily	Daily		Daily	Daily	Daily		Daily	Daily	Daily	
P. M.	A. M.	P. M.		P. M.	P. M.	A. M.		P. M.	A. M.	A. M.	STATIONS
				4.45	1.25	8.00		8.05	9.40	7.45	L. LEXINGTON N C
											0.8
6.00	6.00	8.20		4.49	1.30	8.05		8.10	9.45	7.49	WEST LEXINGTON N
6.05	6.05	8.25						8.13	9.50	7.51	DODGE STREET
6.17	6.17	8.36						8.20	9.57	8.00	CHOCOLE N C
		8.42							8.08	9.11	MURPHY E
		8.56							8.11	12.2	HUTCHISON E
		9.20							8.22	10.2	PARIS N
6.21	6.20							8.22	10.20	6.8	0.8
6.23	6.24							8.23	10.21	7.8	MONTROSE E
6.30	6.30							8.26	10.24	10.0	PERNICK E
6.35	6.40							8.29	10.27	12.0	AYON N C E
6.42	7.00							8.30	10.12	15.6	WYANDOTTE E
6.50	7.15							8.42	10.25	21.2	A. NORTH CABIN E
P. M.	A. M.	P. M.		P. M.	P. M.	A. M.		P. M.	A. M.	A. M.	
Daily	Daily	Daily		Daily	Daily	Daily		Daily	Daily	Daily	
47	45	481		15	323	321		31	3	341	

Courtesy of L. &amp; N. R. R.

Operating Timetable #106, effective May 22, 1949.

## NORTH CABIN—PARIS AND LEXINGTON—NORTHWARD

TIME TABLE No. 100			FIRST CLASS										SECOND CLASS				
Taken effect Sunday, May 22, 1949, at 12:01 A. M.			WEST LEXINGTON N	46	34	4	310			20	322	324			470	44	42
					Western Express	Passenger	Western Express	Lytle Express	C. & O. Passenger	C. & O. Passenger	Freight	Freight	Freight				
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
					A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.				
STATIONS																	
A. LEXINGTON N C																	
0.8																	
WEST LEXINGTON N																	
DODGE STREET																	
CHOCOLE N C																	
MURPHY E																	
HUTCHISON E																	
PARIS N																	
0.8																	
BOX E																	
0.8																	
MONTROSE E																	
0.8																	
PERNICK E																	
0.8																	
AYON N C E																	
0.8																	
WYANDOTTE E																	
0.8																	
A. NORTH CABIN E																	

Courtesy of L. &amp; N. R. R.

Operating Timetable #106, effective May 22, 1949.

# LOUISVILLE, SHELBYVILLE AND BLOOMFIELD.

	No. 52 DAILY	No. 54 EX SUN	Distance.	Trains do not stop at Stations where no time is shown.	No. 51 EX SUN	No. 53 EX SUN	No. 65 SUNDAY
	6 00 PM	7 30 AM	.0	Lv... Louisville, 1st St. Ar.	8 20 AM	6 00 PM	9 00 AM
	6 07 PM	7 37 AM	1.7	..... East Louisville .....	8 13 AM	5 50 PM	8 53 AM
			3.8	..... Crescent Hill .....			
			5.4	..... St. Matthews .....	8 05 AM		8 45 AM
			8.2	..... Lyndon .....	7 59 AM		8 39 AM
			11.1	..... Lakeland .....	7 52 AM		8 32 AM
	8 25 PM	8 05 AM	12.0	..... Anchorage .....	7 50 AM	5 25 PM	8 30 AM
	8 32 PM	8 12 AM	14.4	..... Avoca .....	7 41 AM	5 05 PM	8 22 AM
	8 39 PM	8 21 AM	17.4	..... Eastwood .....	7 34 AM	4 50 PM	8 16 AM
	8 43 PM	8 27 AM	19.1	..... Long Run .....	7 29 AM	4 45 PM	8 12 AM
	8 53 PM	8 40 AM	23.2	..... Simpsonville .....	7 18 AM	4 30 PM	8 02 AM
	9 01 PM	9 00 AM	27.2	..... Scotts .....	7 08 AM	4 15 PM	7 53 AM
	9 10 PM	9 27 AM	31.1	..... Shelbyville .....	7 00 AM	4 00 PM	7 45 AM
	9 15 PM	10 00 AM	31.6	..... Bloomfield Jct. ....	6 55 AM	3 07 PM	7 40 AM
	9 28 PM	10 18 AM	36.7	..... Logan .....	6 37 AM	2 48 PM	7 22 AM
	9 33 PM	10 29 AM	38.9	..... Finchville .....	6 30 AM	2 40 PM	7 15 AM
	9 40 PM	10 38 AM	41.2	..... Veech .....	6 24 AM	2 34 PM	7 08 AM
	9 45 PM	10 49 AM	43.1	..... Normandy .....	6 19 AM	2 28 PM	7 03 AM
	9 54 PM	11 02 AM	46.0	..... Yoder .....	6 10 AM	2 15 PM	6 53 AM
	9 59 PM	11 11 AM	48.2	..... Taylorsville .....	6 05 AM	2 05 PM	6 48 AM
	7 18 PM	11 36 AM	53.4	..... Wakefield .....	5 52 AM	1 45 PM	6 38 AM
	7 30 PM	11 59 AM	58.2	Ar..... Bloomfield.....Lv.	5 40 AM	1 30 PM	6 20 AM

Courtesy Ray Alford

Time table of 1903 for Bloomfield Branch.



Courtesy of L. & N. R. R.

One Way and Round Trip Tickets on Bloomfield Branch.

E. K.

**BLOOMFIELD BRANCH****Southward****Northward**

2nd CLASS		Distance from Bloomfield	TIME TABLE No. 111 Takes effect Sunday, April 27, 1952 at 12:01 A. M.		Car Capacity of Passing Stopping based on 41 feet per car	2nd CLASS	
	167		STATIONS				166
	Mixed						Mixed
	Tuesday Friday						Tuesday Friday
	A. M.						A. M.
	10.10		BLOOMFIELD	32	9.40		
	10.22	4.8	WAKEFIELD	13	9.15		
	10.34	10.0	TAYLORSVILLE	24	8.50		
	10.49	11.9	YODER		8.43		
	10.55	15.1	NORMANDY	10	8.32		
	11.00	17.0	VEECH		8.25		
	11.07	19.3	FINCHVILLE	16	8.17		
	11.12	21.5	LOGAN		8.10		
	11.34	26.1	MAIN STREET		7.50		
	11.39	26.6	BLOOMFIELD JCT. E		7.45		
	A. M.					A. M.	
	Tuesday Friday					Tuesday Friday	
	167					166	

Courtesy of L. &amp; N. R. R.

Last Employees' Timetable showing Bloomfield Branch—#111, effective Apr. 27, 1952.



LOUISVILLE & NASHVILLE RAILROAD COMPANY

TRAIN ORDER No. 26

May 21, 1917

TO C. AND E.

Extra 935

TO C. AND E.

South

TO C. AND E.

AT

Bloomfield

X

OPR.

M.

No. 66 Eng 932 Meet Extra 935  
South at Wakefield  
No. 66 take siding.

EACH EMPLOYEE ADDRESSED MUST HAVE A COPY OF THIS ORDER

REPEATED AT

J.P.T.  
1057 A.M.

CONDUCTOR	TRAIN	MADE	AT	OPERATOR
J. A. Pickett	Extra 935 South	Comp	1057 a.m.	Adams

Courtesy of John B. Fravert

Bloomfield Branch Train Order.

<i>Miles from Bloomfield Jct.</i>	<i>Station</i>	<i>Track Facilities</i>
2.5	Gathright	
5.1	Logan	835' siding
6.2	Taggart	
7.3	Finchville	721' siding
8.4	Pickett	
9.6	Veech	353' spur
10.6	Cottrell	
11.5	Normandy	521' siding
14.7	Yoder	207' spur
16.6	Taylorville	1,021' siding, two spurs
19.7	Oberlies	
21.8	Wakefield	607' siding
22.9	Durritt	
26.6	Bloomfield	1,617' siding, four spurs, one 59'4" turntable

A former lucrative business in the transportation of cattle was indicated by stock pens at Finchville, Normandy, Taylorville, Wakefield, and Bloomfield.

The Bloomfield Branch was crossed by three overhead highway bridges. The track, itself, included twenty-seven bridges and about .9 mile of trestles, ranging up to more than eighty feet in height. Salt River was traversed by a 139-foot frame trestle and two 146-foot through trusses. In the three-mile ascent south of Taylorville there were 2230-feet of trestles. Dry Run was crossed by a 98½-foot bridge, Bullskin Creek by a 147-foot through truss span and an eight-panel frame trestle, and Wolf Run by a 314-foot frame trestle. Seven of the bridges on the line were iron and were brought from other L. & N. lines and installed on the Bloomfield Branch in 1904 and 1905.

At the time of abandonment, 3.091 miles of the 26.73-mile branch were allowed to remain in place in Shelbyville to serve industries. Of the remainder, approximately 3.5 miles were in Nelson county, 13.4 in Spencer, and 6.7 in Shelby.

### III. MENTION OF TWO OLD SIRES

#### a. Jett to Frankfort. (Lexington & Frankfort Railroad)

#### b. Louisville to Portland (Lexington & Ohio Railroad)

##### a. Jett to Frankfort

The original line of the Lexington and Ohio Rail Road between Lexington and Frankfort was completed from Lexington to the top of the hill at Frankfort on January 31, 1834. Entrance into Frankfort was had by means of an incline-plane operation, descending into Frankfort from the hilltop terminus. The plane was 2,200 feet long with an inclination of 40 degrees, and the cars of the L. & O. were let down under the control of a stationary engine.

Although this operation was usually safe enough, occasionally the cars would get out of control and careen wildly down the plane and onto Broadway, greatly frightening the citizens and passengers, but doing no great damage. However, one wreck of more serious proportions caused

several deaths, and had the effect of building up a considerable reluctance on the part of the passengers to ride the plane.

The Lexington and Ohio Rail Road operated the Lexington-Frankfort line from January 31, 1834, until June, 1842, after which it was operated by the State of Kentucky, it having obtained ownership by purchase following foreclosure proceedings. In March, 1843, the road was leased to Phillip Swigert and William R. McKee who operated the line until February 29, 1848, when the Lexington and Frankfort Railroad acquired possession.

During the Swigert-McKee operation, the railroad was completely rehabilitated. A new entrance into Frankfort was planned, which would leave the old trackage at Jett, descend convenient stream courses to the Kentucky River, and follow it into Frankfort. A five hundred-foot tunnel had to be dug and without the use of dynamite or any other present-day, high-powered explosive. Nevertheless, sometime in 1848, the new route was opened and the old trackage from near Jett to the Frankfort hill-top, as well as the inclined plane, was abandoned. Approximately six miles of trackage were involved in this abandonment.

#### **b. Louisville to Portland**

In Louisville, a dislocated fragment of the Lexington and Ohio Rail Road was built in 1838, this being known locally as the Portland Railroad. It was to serve the western terminus of the L. & O., if and when that road ever reached Louisville.

Approximately three miles in length, it originally started at Sixth and Main Streets, proceeded west on Main to Thirteenth, to Rowan, to Bank and on to the heart of Portland, coming to a terminus on the levee at the foot of Grove Street, about two blocks below the westerly tip of Sand Island.

Prolonged lamentation greeted the building of the railroad, it being held that city streets were no place for a railroad and especially the locomotives thereof. Most vocal were the drayage and transfer interests who had been reaping a rich harvest hauling freight between the communities of Louisville and Portland.

Protests were so violent that an injunction, issued by the Chancellor of Louisville, stayed operation between Sixth and Seventh Streets. Later the eastern terminus was cut back to Twelfth. For some reason not obvious at this date, the railroad to Portland was turned over to the Blind Asylum for operation. Business did not justify the operation, and sometime after 1855, the railroad was abandoned.



# The Kahului Railroad

BY ROBERT A. RAMSAY

To relate the story of the narrow gauge Kahului Railroad of the Hawaiian island of Maui one must begin by commenting on its main excuse for existence, sugar. In just about all cases, with the exception being the military, the sugar industry created the first traffic for Hawaii's railroads. In fact only three of these roads, including the Kahului Railroad, were not built and maintained as sugar plantation enterprises.<sup>1</sup>

The sugar industry was born on the island of Oahu in 1836. A year later two tons had been produced with a value of \$300. It wasn't until 1861, when America entered its Civil War and Louisiana sugar was effectively blockaded by Union warships, that exports exceeded a thousand tons. But when the war was over the market was again reduced, and the lack of an effective merchandising system together with the political instability of the Hawaiian Kingdom threatened to wipe out the industry then and there. But in 1875 sugar was saved with the passing of a reciprocity treaty with the United States which allowed unrefined Hawaiian sugar free entry, along with other lesser agricultural products. Economic stability together with the coronation of King David Kalakaua brought a stable government, and this brought capital.

Further expansion of business activities in Hawaii required capital, and of course with capital came capitalists. While sugar had first been grown on Maui in 1848 it wasn't until S. T. Alexander and H. P. Baldwin arrived in 1869 that a large plantation was contemplated. The first small sugar farm was at Haliimaile near the present village of Paia and was known then as the Union plantation. Alexander and Baldwin entered the picture when they purchased the Bush Ranch at Sunnyside and it was shortly after that sugar became the main crop and economic staple of Maui. With the passing of the reciprocity treaty additional capital arrived in the purchase of land by Claus Spreckels, of California sugar fame. He paid \$500,000 for huge tracts of what was then considered worthless land in central Maui and organized the Hawaiian Commercial Company. In 1876 Alexander & Baldwin bought land near the Spreckels tracts and organized the Paia plantation. Then in 1878 came the construction of the Hamakua ditch from the slopes of Mt. Haleakala to the central plains of Maui, and in 1882 Claus Spreckels built a similar irrigation ditch, thus providing water for what is today the largest sugar cane plantation in the world.

The exact date construction was begun on the Kahului Railroad is not known, and much research in this area has served only to add further confusion to the conflicts in dates and events leading up to the actual operation of the first train found in the Archives of Hawaii and

<sup>1</sup> The other two were the Oahu Railway & Land Co., on Oahu (3' ga.), and the Hilo Railroad Co., on Hawaii (std. ga.)

in various other sources. However, it is known that the railroad was built and was operating as a commercial enterprise before it was chartered and the railroad granted a franchise to operate as a common carrier by the Hawaiian Government. Another discrepancy is the origin of the railroad's first locomotives and rolling stock. Files indicate that the cars may have come from England and that when the first train ran the roster included two passenger coaches, sixty freight cars, and two Baldwin steam locomotives. Records of the Baldwin Locomotive Works, however, do not support this evidence and show instead that the first Baldwin-built engine to be exported to the Hawaiian Islands did not leave the shops in Philadelphia until December, 1879, and in fact the specifications for this engine were not even drawn up until October 14, 1879, almost three months after the first train was reported to have journeyed over the new line. However, from records we do have it is fairly definite that the railroad was first constructed between the sugar mill at Wailuku and the deep water port at Kahului, some three miles distant, in the spring of 1879, not too long after the Hakakua ditch began bringing water to the otherwise arid central plains. Up to this time most of the sugar had been shipped from the small inlet at Kuau from the mills at Paia, Spreckelsville, and Wailuku and then transhipped to San Francisco at Honolulu. But with rapidly increasing tonnage so heavily taxing the facilities at Kuau and the horse-drawn wagons which carried the bags of sugar from the mills steps had to be taken to improve both the harbor facilities and the method of land transport. And so the railroad on Maui was born.

On July 17, 1879, with the road bed graded and the rails in place, Maui's first train steamed from Kahului to Wailuku and back, and three days later, on July 20th, regular service began. The railroad was at first organized as a partnership by Thomas H. Hobron, William O. Smith, and William H. Bailey. Headquarters for the little enterprise were located at the business office of Mr. Hobron in Kahului, and the line was called officially the Kahului & Wailuku Railroad.

As was true of so many early Hawaiian businessmen Thomas H. Hobron came to the islands as a ship master and owner. At first he carried on trade between Honolulu and San Francisco with the schooner *Maria* but later he purchased several other vessels, registered them under the Hawaiian flag, and extended his services to include inter-island commerce. In 1878 Hobron purchased a steam powered ship and during this time became seriously interested in commercial property on the island of Maui. One of his sailing vessels, the *Moi Wahine*, was sold in exchange for the 2,500-acre Grove ranch, and he soon organized a general merchandising business on Bay Street in Kahului where he later established the railroad's headquarters. Hobron later became postmaster at Kahului but always maintained his residence on Bishop's Lane in Honolulu.

The second partner in the railroad enterprise was William Owen Smith, a native of the islands and one of Thomas Hobron's sons-in-law. Smith began his career in the railroad but soon became more interested in political office. He served in the Hawaiian legislature, was attorney

general of the revolutionary Republic of Hawaii, and finished his service as a member of the Territorial Senate. William Hervey Bailey, the third partner, was Hobron's second son-in-law and later manager of the Wailuku Sugar Company, the railroad's chief source of traffic for many years.

From the beginning it was Thomas Hobron who ruled the railroad. Spending much time in the Maui office of his various enterprises he supervised its construction and operation until it was finally sold in the summer of 1884. The railroad was originally built to a track gauge of thirty-six inches which gauge it remains to this day. Later all the plantation railroads were built of this gauge, there being much interchange of traffic and rolling stock. Ties were native cut and the steel rails were rolled in England and Germany. The track was graded but not ballasted, though in later construction gravel and crushed coral were used quite extensively.

In 1880 the three partners began a program of construction from Kahului eastward toward Hamakuapolo, Spreckelsville, and Paia. It was during this period that the owners filed to incorporate their enterprise and obtain a franchise as a common carrier. On July 1, 1881, the incorporation became official under the laws of the Kingdom, and since that day the company has continued to operate officially as the Kahului Railroad Company.

During the years which followed the railroad's main line was extended through Spreckelsville to the mill at Lower Paia. Upon completion of this segment the owners of the company sold it to Samuel G. Wilder and his Wilder Steamship Company, in 1884. The Wilder Steamship Company, besides its inter-island steamship interests, had acquired control of the little Hawaiian Railroad Company at Mahukona on the northwest coast of Hawaii and in 1885 or '86 a problem was solved on that line when the locomotive "Kinau," a 2-4-2T with too long a wheel base for the Hawaiian Railroad's curves, was brought over to Kahului in exchange for the Kahului Railroad's smaller 0-4-2T "Leslie." The "Kinau" was later scrapped by the Kahului Railroad, but the "Leslie" was discovered several years ago rusting away in the mill yard at Mahukona and was transported to Honolulu for possible museum purposes where it sits today. The "Leslie" is the first American locomotive in the Hawaiian Islands and was originally purchased personally by Thomas Hobron for his Wailuku & Kahului Railroad.

In 1889 the Wilder interests succeeded in broadening the scope of the Kahului Railroad's business by obtaining an amendment to the company's charter authorizing it to engage in general merchandising. Through the stormy economic and political years of the 1890's ran the trains, and then in 1899 the Wilders sold the railroad to the Hawaiian Commercial & Sugar Company, by that time under the control of Henry P. Baldwin and associates, and its steamships to the Inter-Island Steam Navigation Company, Ltd., a firm which had been founded as a competitor to the Wilder Company in 1882.

The Kahului Railroad, having been assured continuous traffic from the several plantations to which it found itself linked by ownership,

began a program of rehabilitation. Several new and heavier locomotives were purchased together with heavier rail, and much of the trackage was regraded and realigned. In May, 1905, the main line was extended a short distance to the main sugar mill at Paia, and on February 8, 1913, the main line was completed to the present cannery at Haiku where the track terminates today.

The line from Paia to Haiku proved to be a difficult and expensive project. Begun in 1912 the track was pushed through the cane fields to the Maliko Gulch where a 684 foot long steel viaduct was built, to be followed by a 306 foot long steel viaduct over the Waikaama Gulch, both bridges standing to this day, the former being 230 feet high and the latter 119 feet high. In 1924 an additional extension was built, this from Haiku to Kuiaha, and involved the construction of two wooden trestles, one across the Kuiaha Gulch, which was 587.5 feet in length and 122 feet high, and the other across the Pauwela Gulch and which was 250 feet long and 75 feet high.

The main terminal of the railroad was located at Kahului where at first a small station, yard and engine house were built. This facility expanded with the railroad until by the middle of the 1920's the railroad boasted a large freight yard, a combination passenger and freight station, a coach shed, machine shop, black-smith shop, car repair shop, welding shop, boilermaker shop, roundhouse, transit sheds and harbor front lots, all embracing approximately 219 acres. In 1923 a new concrete general office building was built near the station, and a few years later a new eleven-stall roundhouse complete with pits and turntable was erected. In 1926 the wooden buildings housing the main shops were replaced by a new reinforced concrete building equipped with the latest in electrical machine tools. In that same year there were approximately 34 miles of main line and an additional nine miles of secondary line, ten steam locomotives and a total of 265 cars in service. The business of the company was handled through nine combination freight and passenger depots and in addition operated the territorial wharves and warehouses at Kahului.

The depression of the 1930's took its toll in the Hawaiian Islands as it did everywhere. By 1936 the falling business reduced the number of steam locomotives in operation to seven, and in 1940 only four were in service. However, strangely enough, the track mileage was increased from 1926 to 1936 when the company had 56.63 miles of main line and secondary trackage in operation, this figure remaining substantially the same until after World War II when the discontinuance of railroad operations on the sugar plantations also reduced the Kahului Railroad's total track mileage. During this period the shops in Kahului turned out additional freight cars, building the bodies but purchasing trucks and hardware, and steel framed flat cars were imported from car builders on the mainland. The total number of cars increased to 445 freight and 13 passenger in 1936 but was reduced to 321 freight and no passenger after many of the older wood frame cars and the coaches were scrapped.

When H. P. Baldwin and associates purchased the Kahului Railroad plans were drawn to provide a total transportation service from

mills and canneries to shipside including the construction and maintenance of necessary facilities to this end. It therefore became the task of the railroad company to provide not only a freight and passenger service for Maui's industries but to also provide a safe deep water port for the largest ships and all the terminal facilities necessary for transferring and storing freight. In 1900 the railroad began the task of constructing an 1800 foot breakwater, and continuing by dredging an 11½ acre basin, installing mooring buoys and adding other improvements including a wharf. The total cost amounted to \$335,000 before the breakwater and other responsibilities were turned over to the Federal Government in 1910. At that time Congress authorized an extension of the breakwater to a length of 2000 feet and additional dredging of the Kahului basin. In 1917 Congress authorized the construction of the West breakwater and by 1932 the railroad had both projects completed.

While harbor improvements became the responsibility of the Federal Government, the wharf terminals became that of the Territory of Hawaii. In 1923 the big concrete structure of Pier 1 was built, and in 1928 the old Claudine Wharf was replaced by Pier 2. Warehouses were built in connection with pier construction for the purpose of handling bagged sugar. In 1942, at a cost of over half a million dollars, the Kahului Railroad built the world's first bulk sugar storage, receiving and shipping plant at Pier 1. Special hopper-bottom cars were also built and train loads of sugar in bulk began to deposit their cargo on the long conveyor belt.

In 1925 the railroad began operating two small trucks in connection with its mainline railroad operations, and by the end of World War II operated 129 trucks and trailers and seven tank trailers. In 1936 four motor buses were placed in service, and the following year the railroad passenger service was completely replaced by additional buses and the coaches were burned. By the end of the war sixty buses were in service, but the continued and increasing diversion of passengers to private automobiles forced elimination of some routes and general curtailment of service, to the point where bus operation was completely discontinued on August 15, 1952. Two years later, in July, 1954, trucking operations were sharply curtailed.

In 1947 a cold storage plant was built in Kahului and soon afterward the company became agents for International Harvester and Le Tourneau heavy equipment, but on September 1, 1950, these operations including the established merchandising, lumberyard, and planing mill activities, were turned over as a "dividend-in-kind" to the Hawaiian Commercial & Sugar Co., sole owners of the Kahului Railroad Company. However, the railroad is still agents for the Matson and Isthmian steamship lines, the Railway Express Agency, and the Standard Oil Co. of California, and under the name Kahului Railroad Warehousing and Sales Terminals it still operates a rock quarry and crusher plant and a small warehousing business for general merchandise.

After weathering the depression the railroad itself served as the main carrier along the shore of North Maui and hauled thousands of

tons of war materials for the various armed services in addition to general merchandise, sugar and pineapples, in such high demand during that period. At the end of the war the railroad continued to run whereas other less fortunate lines were abandoned on other islands. To this day the Kahului Railroad provides the main freight transportation for the plantations and canneries in the area it serves. When the Hawaiian Commercial & Sugar Co. abandoned its plantation lines in 1949-50 the diesel-electric locomotives used were turned over to the railroad in order to increase operating efficiency and trim operating costs. In this semi-modern state the railroad is continuing its freight service and indications are that it will continue to run for some years to come.

In addition to the Kahului Railroad being an interesting physical property the line owned, during its years of existence, a number of interesting locomotives. As has been stated previously the first two steam locomotives are totally unknown, and though much research has been accomplished little more than reference to the fact that there were two locomotives has been found. However, the fact that the Hawaiian Railroad at Mahukona, Hawaii, began its service with at least one English-built locomotive suggests that perhaps this was acquired from the Kahului Railroad.

The very first locomotive built in the United States for service in the Hawaiian Islands was the 0-4-2T "Leslie." The second and third engines were built for service on plantation lines, though there is some question about the ultimate fate of the third one. The fourth engine built left the plant in March, 1882, and became Kahului Railroad's second number 1, although it was at first given the number "2" and so remained until the "Leslie" was sent to Mahukona in exchange for the larger "Kinau" when it was renumbered, named "Claus" after sugar king Claus Spreckels, and became the pride and joy of the railroad. The "Kinau" was numbered 2 and with the "Claus" spent its last days hauling rock for the harbor breakwater. The "Claus" has been preserved by the railroad and is at present stored in the roundhouse at Kahului. All these engines were built by Baldwin, and in fact all the engines built for the Kahului Railroad and most of those built for other railroads in the islands were Baldwin products, the exception on the Kahului Railroad being number 4 which was believed to have been a Porter, and of course the diesel-electrics.

Until 1904 all the Kahului Railroad's locomotives were tank engines, but in February, 1904, a small tender engine left the builder's plant. The next engine, the first of the Prairie type, was assigned to passenger service and after that service was discontinued was sold to the Waialua Agricultural Company, Ltd., where it was renumbered 7 and hauled sugar cane from the fields to the mill until being scrapped in 1954.

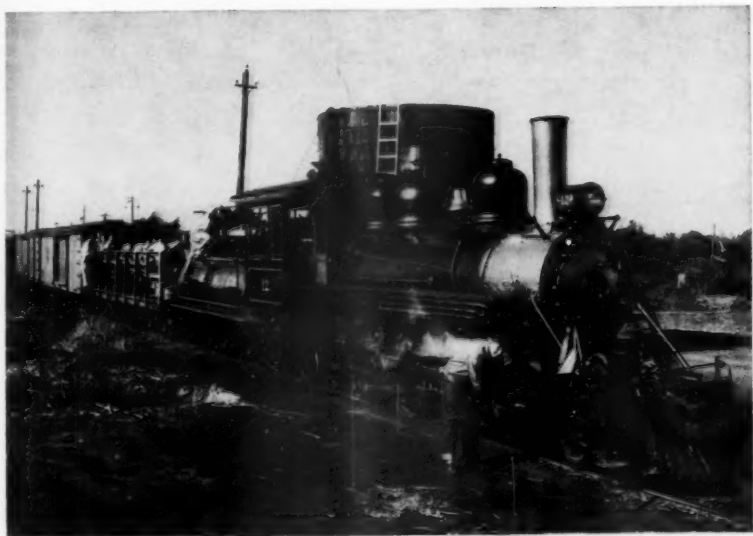
Most of the steam engines have either been sold or scrapped, and unfortunately exact data is not available. After World War II only five steam engines remained on the property, and of the five three were scrapped, probably about 1950 inasmuch as the writer recalls seeing two of them in the roundhouse in 1949. Locomotive #12, the newest and





Courtesy of Honolulu Star-Bulletin

The "Leslie," oldest steam locomotive in Hawaiian Islands, sitting in the Oahu Ry & Land Yard at Honolulu.



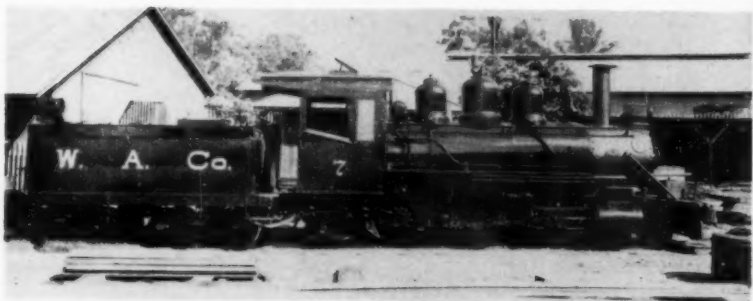
Courtesy of Photo Hawaii

The #12, 2-6-2 type, with excursion train taking water at Puunene mill yard of the Hawaiian Commercial & Sugar Co., September, 1949.



Courtesy of Photo Hawaii

The #12 poses for her picture at the pineapple cannery of Haiku, September, 1949.



Courtesy of Kent Cochran

Waialua Agricultural Co. #7, ex Kahului R. R. #6 in Waialua mill yard, sometime during World War II.



largest, has been retained for heavy seasonal service and remains on the roster to the present, though on off-season months it is occasionally used to provide such services as emergency steam to the sugar mills.

In April, 1946, the Kahului Railroad suffered slight damage from a tidal wave, and unfortunately the water flooded the general office building basement where most of the old records were kept. Thus data is not available on either number 4 or number 8. But several of the older train and engine employees recall that number 4 was built by H. K. Porter Company, and that number 8 was built by Baldwin, but upon application to the Porter Company the writer was informed that the records were in storage and not available for research, and a check of the Baldwin records failed to produce a clue to the other engine. It is surmised that number 8 was purchased second hand from another railroad or a plantation and that it was probably scrapped during the early 1930's.

The Kahului Railroad's present roster includes five diesel locomotives, number 1, the oldest, being a straight diesel with mechanical drive, while the other four are diesel electrics. These engines were built originally for the Hawaiian Commercial & Sugar Company's plantations at Paia and Puunene, the two operating separate railroads. These first three were the first diesels to be used by plantation railroads in Hawaii.

### NOTES

Following is a list of freight cars owned by the Kahului Railroad as of April 14, 1955:

129 flatcars	30 ton cap.
50 box cars	30 ton cap.
17 fuel oil tank cars	30 ton cap.
11 molasses tank cars	30 ton cap.
48 bulk sugar cars (hopper doors)	30 ton cap.
255 freight cars total	

Following are two lists of major commodities carried in 1953 and 1954 (in tons):

1953—147,599	canned pineapple
170,051	raw sugar
46,742	molasses (sugar)
109,094	general freight
1954—137,384	canned pineapple
177,022	raw sugar
62,543	molasses (sugar)
96,202	general freight

Following are physical data as of April 14, 1955:

Total road mileage	39
Number of locomotives	6 (5 diesel; 1 steam oil burning)
Weight of rail used	60, 65 and 75 lbs.
General offices	Kahului, Maui, T. H.

## ROSTER OF LOCOMOTIVES

### A. Steam locomotives

<i>No.</i>	<i>Type</i>	<i>Bldr. &amp; No.</i>	<i>Date</i>	<i>Drvsr.</i>	<i>Cyl.</i>	<i>Name</i>
1(1st)	0-4-2T	Baldwin 4906	12/1879	28"	8x12	Leslie
1(2nd)	0-4-2T	Baldwin 6102	3/1882	28"	8x12	Claus
2	2-4-2T	Baldwin 6782	5/1883	30"	9x14	Kinau
3	2-4-2T	Baldwin 8878	11/1887	36"	9x14	
4	2-6-0	Porter 2263	12/1900	—	12x18	
5	2-6-0	Baldwin 23763	2/1904	40"	12x18	
6	2-6-2	Baldwin 31125	6/1907	40"	12x18	
7	0-6-0	Baldwin 35982	1/1911	36"	12x18	
8	(No information)					
9	2-6-2	Baldwin 41925	3/1915	40"	14x20	
10	2-6-2	Baldwin 58009	9/1924	40"	14x20	
11	2-6-2	Baldwin 60486	5/1928	40"	14x20	
12	2-6-2	Baldwin 60690	2/1929	40"	14x20	

Notes: #6 sold to Waialua Agricultural Co., Ltd., on Oahu about 1937-38 where it became #7. Scrapped in 1954. #12 retained in service in 1958.

### B. Diesel locomotives

<i>No.</i>	<i>Type</i>	<i>Builder</i>	<i>No.</i>	<i>Date</i>	<i>Weight</i>
1	0-4-0	Atlas Car & Mfg. Co.	1904	1930	35 tons (mech.)
2	0-4-0	Vulcan Iron Works	4186	1936	26 tons
3	0-4-0	Atlas Car & Mfg. Co.	1998	1936	26 tons
4	0-4-0	Fate-Root-Heath	5354	1947	44 tons
5	0-4-0	Fate-Root-Heath	5355	1947	44 tons

## ACKNOWLEDGMENTS

The author would like to take this opportunity to express his appreciation to Mrs. W. D. Ince, Mr. G. M. Best, Mr. Charles E. Fisher, Mr. Fred Stindt, and Mr. Fred H. Murai for assistance in writing this paper, especially in the gathering of data on the locomotives. The author would also like to thank Mrs. W. C. Handy, Librarian, The Hawaiian Historical Society, and Mr. L. Gillin, Manager, Transportation Department, Kahului Railroad Company, for invaluable assistance.

## Early Northern Pacific Consolidations

BY FRED JUKES

Three-quarters of a century ago the Northern Pacific drove the last spike in its line to the Coast. Five years later it needed more power. The old 16- and 17-inch eight-wheelers, 18-inch ten-wheelers and 20x24" Consolidations, many of them wood-burners, were hardly equal to the task of lifting the road's increasing tonnage up to Bozeman, Mullan, and Stampede Pass, and over dozens of lesser hills.

The Company needed engines that could handle twenty loads on its long 2.2% grades and 10-degree curves. They were ordered from Baldwin and were, in their day, among the largest in the country and, for that matter, in the world.

Though it had had some experience with the 10-coupled type, the Company decided on Consolidations. A couple of Decapods, Nos. 500 and 501, built by Baldwin in 1886, were used on the switch-back over the Cascades when Nelson Bennett was boring the Stampede tunnel about seventy-five miles East of Tacoma, in what was then known as Washington Territory. This was one of the toughest jobs of its kind in the country and is worthy of a story itself.

The new Consolidations, the first of which was delivered in 1888, were only 2,000 lbs. heavier than the 2-10-0's, but their additional boiler capacity, bigger cylinders, higher pressure, larger drivers and less running gear made them more satisfactory engines for road work in a day when freight shipments from Chicago often took a month or more to get to the Coast. Two weeks was really fast time.

They had little in the way of frills. Like most big-boilered, deckless engines there wasn't much room in their cabs; they were hot in summer and cold in winter, and their long fireboxes didn't make for easy firing. About their only unusual features were the Vacuum brakes for engine and tender, and the odd placement of the engineer's valve, which was just below the running board and behind the rear driver. Its handle was in the usual convenient place in the cab, where it can be seen just below the Vacuum ejector rod.

In a day when crown-bars were still popular as a means of supporting the fire-box roof, the road's Sup't of Motive Power was a firm believer in radial stays, and all the F-1 class engines were so fitted.

To the engineers who watched the track ahead of their six-foot boilers, and to the firemen who had to keep them hot with the fuel the company provided (it cost the N. P. \$1.85 to \$2.00 a ton, and was not always called "Coal"), they were huge engines; at least compared to the little wood-burners they replaced.

By present day standards these old "hogs" were pretty small, in fact, their total weight of 75 tons could have been easily carried on the single six-wheel truck of many a modern tender, or have been lifted bodily by the tractive effort of one of the Company's big Yellowstone class of 1936 (with its booster cut in). At any rate they remained the heaviest engines on the road till the advent of the Sague-designed

Schenectady cross-compound, 12-wheelers of 1897 and, if we're not mistaken, outlasted them.

In October, 1896, one of these Consolidations, No. 488, was converted to compound with Vauclain cylinders, and a test with Engine 492 of the same class was conducted by Sup't of Motor Power, John Hickey. This was carried out on a sixteen-mile stretch on the western approach to the Stampede tunnel.

Out of a number of trips made, three were selected as having conditions comparatively equal. The findings were interesting. Here's a quote from the Baldwin Locomotive Works' account of the test: "These show an average consumption of coal by the compound locomotive of 2976 lbs. and by the single-expansion locomotive of 5521 lbs. The average water evaporation by the compound was 2622 gals. and by the single-expansion 3750 gals. The average load was 435 tons hauled by the compound and 430 tons by the single-expansion."

The saving of 46% in fuel and 30% in evaporation in favor of the Compound sounds fantastic but, though the N. P. did invest in some cross- and tandem-compounds, we don't hear of any big orders for Vauclain as a result of this test. Actually only two others of the class, original numbers 474 and 650, were fitted with Vauclain cylinders; and in 1906 number 650 was changed to simple. The compound cylinders were 15" & 25" x 28".

To complete the description of these Class F-1 engines, the following list of principal dimensions will help the reader:—

Cylinders .....	22x28 in.
Drivers, diameter .....	50 in.
Engine truck wheels .....	30 in.
Total weight, engine .....	150,000 lbs.
Adhesive weight, engine .....	135,000 lbs.
Boiler, diameter .....	72 in.
Boiler pressure per sq. in. ....	160 lbs.
Firebox, length .....	121 in.
Firebox, width .....	42½ in.
Flues (2¼ in.) number .....	271.
Heating Surface, firebox .....	172 sq. ft.
Heating Surface, flues .....	2121 sq. ft.
Heating Surface, total .....	2293 sq. ft.
Wheel base, engine .....	22 ft. 3 in.
Wheel base, engine and tender ..	49 ft. 0 in.
Tank capacity, coal .....	7 tons
Tank capacity, water .....	3600 gals.

There were thirty-two engines in the class, Nos. 470-497, 650-652 and 10,000. They were delivered from 1888 to 1891, No. 474 being the first. One achieved fame as B. L. W.'s 10,000th locomotive and, for some time, carried that road number, after which it bore numbers 460, 98 and 55. It was finally scrapped at the South Tacoma shops, January 19, 1934.

The 79, originally 480, was the star performer in a wreck about 1903. on the Wallace, Idaho, branch from St. Regis, Montana. A west-bound passenger had gone over the summit from Lookout, Mont., and headed

down to Mullan and Wallace when, after crossing an "S" trestle, it hit a snow slide. To get out of a dangerous spot due to the possibility of another slide, the train was backed onto the trestle. The looked-for slide did come, but not where expected. It hit the trestle, taking with it the rear truck of the last coach. The 79 and caboose, following the passenger train down the 4½% grade, went through what was left of the trestle and ended up some 300 feet down the canyon, another job for the big hook. After being patched up she went back to work and eventually became No. 306, of the Spokane, Portland & Seattle.

Engine 81, originally 482, was retired in June, 1940, at South Tacoma, and with coach No. 2000 was placed on a siding and loaned to the Northwest Historical Society for the latter's use.

Many of the class wound up their days in switching or local service; six were sold to the S. P. & S., which is jointly owned by the Northern Pacific and Great Northern, each of which has contributed to its roster of locomotives.

During the last World War, while many were still in service, the demand for scrap metal by the steel mills spelled their doom, and by 1945 most of them were gone. The last the writer saw of them were those on the Gray's Harbor branch at Hoquiam, Wash., in the earlier 'forties. No. 70, originally #470, Baldwin construction number 9505, the second of its class to be built, and the last to be cut up (South Tacoma, April 25th, 1947) is shown in the accompanying photograph taken at Hoquiam. This engine served the Northern Pacific for fifty-nine years.

Throughout their careers they changed but little. Foot-boards and abbreviated pilots replaced the original pilots; cabs and headlights were modernized; the Eames brake equipment was finally removed from the F-1 engines; and new cross-compound air compressors took the place of the old 8-inch and 9½-inch pumps; new stacks, minus the familiar Baldwin cap, appeared and, on some destined for switching service, an extra sand-box was placed just ahead of the cab. Perhaps the most conspicuous change in their appearance was due to the new, higher-capacity tenders. But the old side-valves, steam chests, Laird guides and stub-ended side rods stayed on to the end.

Most of them when taken out of service went to the South Tacoma shops, and some were scrapped at Livingston, Montana. They must have been pretty good engines, else they wouldn't have been kept on the job so long. Mr. Paul T. Warner advised the writer that these engines were known as a "regular Baldwin job," although no doubt certain details were specified by the railway company. Quoting Mr. Warner, "No. 10,000 was considered a wonder when built, and it was even considered calling her and her sisters 'Octopods', but that was never actually done."

Although there are no existing records on which to base the responsibility for their design, it probably rested with the builders. The N. P.'s Mechanical Department's unofficial historian says, "at that point in the Company's history, locomotives were 'bought off the shelf' from Baldwins," corroborating Warner's statement above.

## THE EAMES VACUUM BRAKE

To those not familiar with the working of Lovett Eames' brake, and for the reason that it was part of the equipment of the N. P.'s F-1 class, a description of its operation may be of interest; also, about the time the first of these engines were turned out, Eames had developed his new "disc" pattern of driver brake equalizer and put it on the market.

While, by no stretch of the imagination was the Eames brake ever a serious competitor of George Westinghouse's invention, it was quite popular in a limited field during the 'eighties and early 'nineties, being used mainly on elevated and suburban lines, on narrow gauges, on logging and industrial locomotives, and to some extent as an independent driver and tender brake for main line and switching locomotives. One of Eames' ads claimed that it was in use on eighty roads.

It was light, positive in action and inexpensive—the Boston, Revere Beach & Lynn reported that one of its trains equipped with the brake ran a full year at a total cost for repairs to the braking system of \$10.48, a ridiculously low figure, even in that day.

It had no air-pump, no governor, no main- or auxiliary-reservoirs and no triple-valves. In operation it was simplicity itself: a pull back on the vacuum handle applied brakes to the extent desired, they were held there by pushing the handle forward to mid-position, and released by pushing it on to the stop.

The Eames was a "Straight" brake. In other words its application depended on the creation and maintenance of a vacuum in the train-line to which the diaphragm-chambers or "pots" on each car were directly connected.

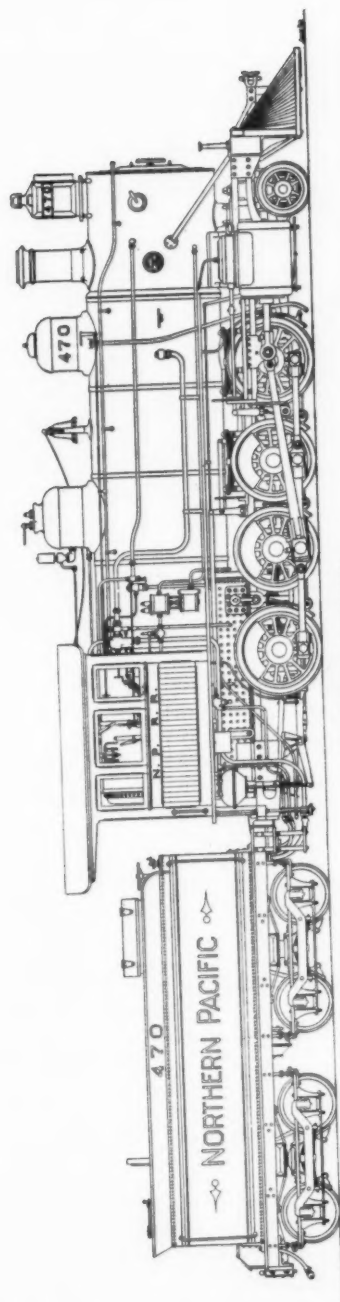
These diaphragm pots ranged in size from 17 or 18 inches to 24 inches outside the flanges. The size on our N. P. engines was probably the largest made, while for the light "Forney" engines used in elevated service the small sizes were ample.

To produce a vacuum of the degree required, to hold it as long as necessary, and to destroy it, Eames devised his ejector. It was somewhat similar to the injector in that the vacuum was attained by an inducing current of steam. Its only moving parts were: the engineer's vacuum handle *b*, the arm *c*, activating the steam valve *e*, and release valve *k* through short arms from shaft *d*; also a check-valve *g*. As shown, these are in running position.

In the illustration the arm *c*, shown by dotted lines as behind the ejector, is actually on the outside as shown in the locomotive drawing.

In applying brakes handle *b* is pulled back, release valve *k* being already seated, and the pin to valve *e* is lifted, permitting live steam to enter from steam pipe *a*, surround nozzle *f* and pass through combining tube *l*. This induces a partial vacuum in internal nozzle *f*, lifting check-valve *g* and exhausting air from chamber *h* and the train-line *i*, which is connected to all diaphragm pots at the point where the plug is shown.

According to the degree of vacuum the rubber diaphragm and its two plates, to which an eye-bolt is fastened, are forced upward into the chamber by atmospheric pressure, it is a pull- rather than a push-brake.



CONSOLIDATION LOCOMOTIVE  
 One of the new types  
 1898.

# FAMES BRAKE VACUUM EJECTOR

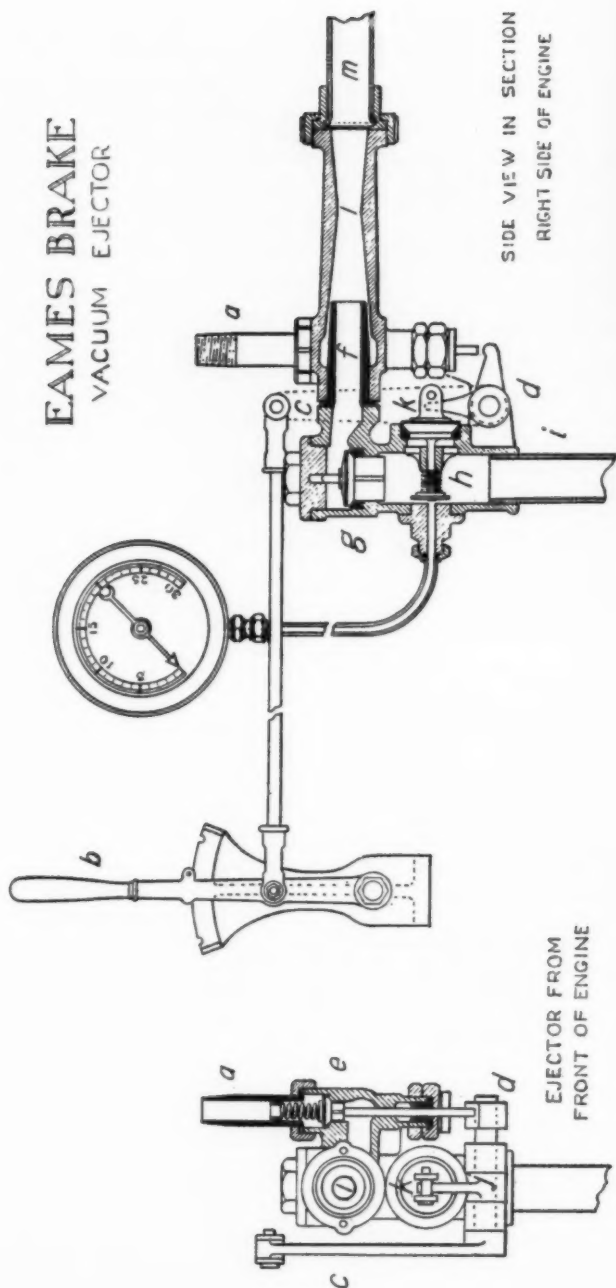






Photo by the Author, 1940

N. P. #68, at Hoquiam, Washington. Formerly Nos. 496 and 94. B. L. W. #11920.  
Scrapped at South Tacoma, 2/9/45.

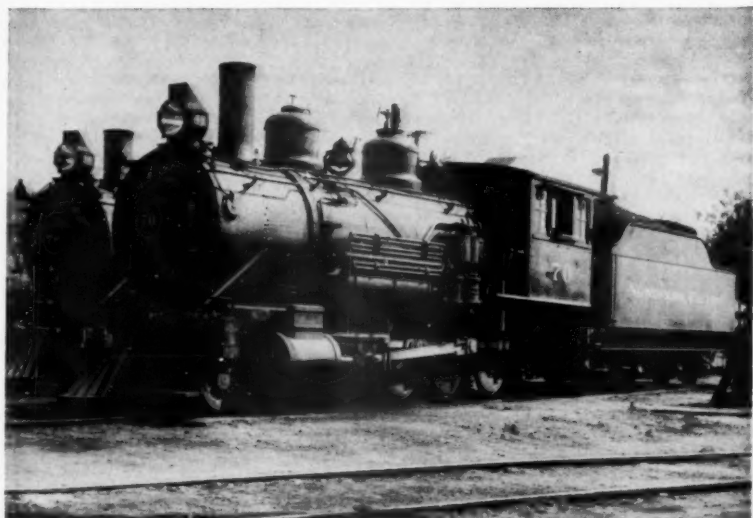


Photo by the Author, Aug. 1940

N. P. #70, at Hoquiam, Wash. Ex-#470. B. L. W. #9505, 1888. Scrapped at South Tacoma, 4/25/47.



The gauge measures the degree of vacuum, in inches, of a column of mercury supported by atmospheric pressure, and reads from 0 to 30. For instance, a 10-inch vacuum represents about 5 lbs. per sq. in. air pressure, while a 25-in. reading would mean an air pressure of approximately 12½ lbs.

Usual practice was to work at 20 to 22 inches, representing a pressure of from 10 to 11 lbs. per sq. in. on the outside of the diaphragm. It must be remembered that there is necessarily a slight diminution of braking power due to decreasing atmospheric pressure at high altitudes. Small leaks in the train-line and other parts of the system were offset by an occasional slight application.

To release brakes the handle *b* is simply pushed on forward. This opens release valve *k*, permitting air to enter chamber *h* and the train line, destroying the vacuum and permitting the diaphragms to their normal or running position.

On the N. P. engines the exhaust from the ejector was through pipe *m* to the engine's front end. In most cases though, it was carried off through a muffler above the cab; particularly on elevated and suburban lines where silence was a requisite.

In the British Isles the vacuum brake is universally used, but in its automatic form. To understand the reason for this, one has to go back to pre-unification days. While several of the old British lines were fitted with air, by far the greater number were vacuum equipped.

Through passenger trains in joint service on roads using different braking systems meant that they had to be dually equipped; and some lines had locomotives fitted with both air-pump and ejector.

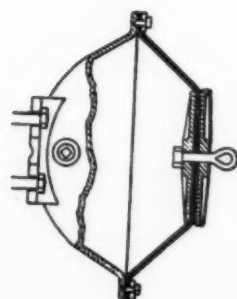
Eventually government ownership absorbed all major lines and created British Railways, making a uniform system of braking imperative. To begin with, grades, trains, motive-power and rolling-stock were considerably lighter than ours and, a very important consideration, the vacuum brake was a good deal cheaper. As an automatic brake it has much the same features as the Westinghouse, but from a world viewpoint, save for Britain and some of her erstwhile colonies and dependencies, automatic air of the Westinghouse type is far in the lead.

As for Canada and our own country the Eames brake never had a chance; it was then non-automatic, it was not capable of handling long trains and it was not interchangeable with other systems. Also, the use of an independent brake, either steam, air, or vacuum, for engines in road service, was frowned on by mechanical heads. For the shortcomings above noted, and because of the gradual passing of the little railroads, we no longer have the vacuum brake with us.

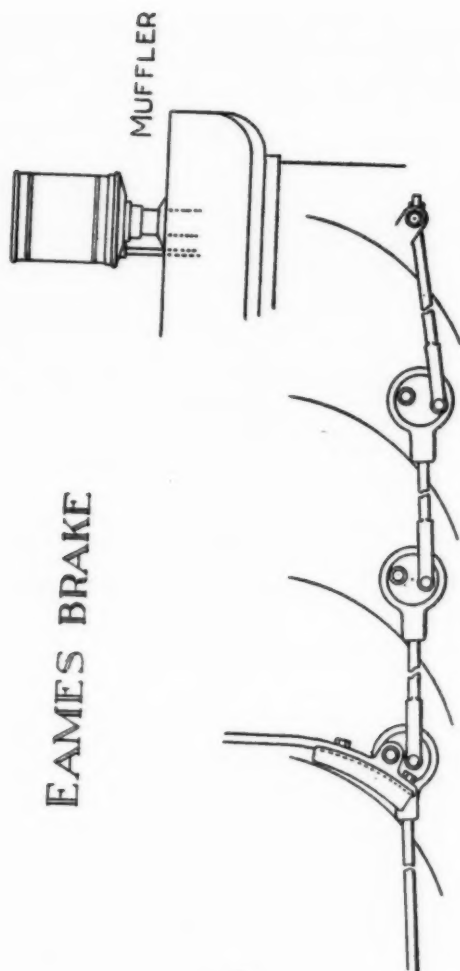
In South America, the Central Railway of Peru, owned and run by a British corporation, operates on the longest steep hill in the world, nearly 16,000 feet rise in 108 miles (from Callao on the coast to Galera tunnel in the Andes), and braking has to be reliable, because most of this hill is a 4% grade. Years ago its vacuum equipment was replaced by Westinghouse air. Results justified the change.

That the Westinghouse Company made vacuum brakes may be news to many. An interesting little book, *The Locomotives of the London,*

# EAMES BRAKE



VACUUM POT  
AND DIAPHRAGM



DRIVER BRAKE EQUALIZER

*Brighton & South Coast Railway*, published in London, in 1903, contains the following item: "The 'Grosvenor' went, in 1875, to the Newark brake trials to work a train fitted with a *Westinghouse vacuum brake*, but the compressed air system proving more satisfactory, it was adopted on the L. B. & S. C. R." This road was an important carrier between the metropolis and the South Coast of England; and its roster in 1870 included 233 locomotives. The "Grosvenor" was the first of a class of twenty-five passenger engines and was built in 1874. In 1892 the road had 476 miles of track and 426 locomotives, and was still using air.

Experience has long since proved that the continuous brake is better than the independent (engine and tender) combination. On the long hills of the Southern Pacific the little 8-inch pump of the '90s was often not equal to the task of delivering sufficient air. Sweeney, an S. P. engineer, came up with the idea of converting the locomotive cylinder into a compressor, and this arrangement was used on many of the company's hill engines. One of its drawbacks, though, was the temperature of the air delivered to the main reservoir, which sometimes caused the engineer's brake valve to become almost too hot to handle.

For slow speed, additional braking power was safely to be had by means of the Le Chatelier counter-pressure brake, commonly known as the "water-brake." It can be used on long hills without the danger of overheating, and throwing tires; and for some time was quite popular on the Union Pacific's mountain divisions. The writer has seen a logging train controlled, though not entirely braked, by this device installed on a 17x24 engine, on a 6% grade, year in and year out.

### **EAMES VACUUM BRAKE EQUALIZER**

In 1888, the Eames Company developed the driver brake arrangement shown; a very simple and effective answer to the equalizer problem.

What appear to be small eccentrics are inserted in circular straps which form the forward ends of the brake rods. Each of these discs has two pins, one of which is attached to the hanger and the other to the rear end of the brake rod ahead.

The distance between these pins determines the power applied to each shoe and, in an eight-driver engine, are in the following ratio. three-to-one in the rear disc, two-to-one in the main driver disc, and one-to-one in the disc on the second pair of drivers, as shown in our Consolidation.

The shoes are bolted directly to the hangers, and the straps merely hold the discs in place, there being practically no wear to either disc or strap.

Claims for perfect equalization, light weight, uniformity in the thickness of worn shoes, a minimum of parts, accessibility, and ease of repairs, seem to have been well founded for, by actual measurement, it was found that the shoes on all wheels lasted about an equal time, and that any slight variation in their thickness did not correspond to any arrangement of the shoes, but appeared to be purely incidental.

## JOHN HICKEY

Supt. of Motive Power John Hickey was the First Vice-President of the Railway Master Mechanics Association during the years 1889, 1890 and 1891. In 1893, he was elected its President and the affairs of that organization were ably conducted while he was in office. Succeeding W. T. Small, who had served from Sept. 1, 1888, to April 1, 1891, Mr. Hickey was made S. M. P. of the Northern Pacific on April 1, 1891, following his success as Master Mechanic on the Milwaukee, Lake Shore & Western. He resigned from the N. P. on January 1, 1897, because of ill-health brought on by overwork and the tragedy of having lost his four children during his last two years in the company's service. He was succeeded by E. M. Herr.

After a rest period following his resignation, Mr. Hickey went to the Rio Grande Western, as S. M. P., at Salt Lake City. He was one of those rare individuals who enjoyed the loyalty and affection of the men under him, at the same time commanding the respect and esteem of the company's officials.

The world was a better place for his having lived in it.

## Some Old Inventories and Jacking Up Locomotive Bells

BY CHARLES E. FISHER

There are many and several sources of information for the construction of a roster of locomotives for an individual railroad. In addition to the records of the mechanical department such as the various locomotive and classification books, there are the annual reports to the stockholders, locomotive builder's lists, the state reports and sometimes, the old insurance policies. Inventories of the rolling stock are another source of information and, if it is possible to secure copies of these inventories that run several years in succession, considerable information may be obtained from them.

These inventories were prepared each year for the treasurer in order that the value of the equipment would appear in the balance sheet. It is still done to the present day. Our early accountants felt that the cost of a new locomotive was the price paid the builder, plus transportation charges plus any expenses incurred in placing the locomotive in service. Thus, the locomotive "New York" that was built in 1848 was sold to the Hartford & New Haven R. R. by the builder for \$7720., the difference in the inventory value includes transportation charges and other expenses. When a locomotive was repaired, the cost of these repairs were added to the valuation of the locomotive tho' the accountants of that time realized that the locomotive was older despite the fact the repairs made her—"as good as new."

There was only one trouble with this line of reasoning—the present day method that converts your new automobile to an "old tin can" within a couple of years—depreciation through obsolescence. Altho' this existed at the outset, little attention was paid to it in the early years. Advantage was sometimes taken in presenting a fictitious value and finally, our Interstate Commerce Commission, when they prescribed the form of accounting for the railroads in 1887, disallowed these repairs being added to the value of the equipment.

It must be admitted, in fairness to the managers; that they nor anyone else knew the life of these early locomotives. Neither did they realize the inventive ability of the American mechanic. New and more powerful locomotives soon appeared thus displacing the smaller and lighter locomotives. This was not too serious for these early railroads. Light locomotives were always in demand by new railroads and commanded a good price. Locomotive builders were usually willing to accept an older locomotive as part payment for a new one of their manufacture—it could either be repaired and sold or, the scrap value was always there.

Consider the case of the locomotive "Post Boy" built by M. W. Baldwin in March, 1836 for the Brooklyn & Jamaica R. R., later the Long Island R. R. In 1852, this locomotive was sold to Seth Wilmarth, locomotive builder in Boston, it was rebuilt and sold that same year to

the Central R. R. and Banking Co. at Savannah, Georgia. In 1853 it was sold to the Southwestern R. R. of Georgia and served on that road through the Civil War. In 1866 it was hired by the Macon & Brunswick R. R. for construction work and then was purchased by a Mr. McDonough and used on his lumber road. About 1876 he sold the engine to the Savannah, Skiddaway & Seaboard R. R. where it resumed passenger service and then was sold to a saw mill at Gardi, near Waycross, where it was at work as late as 1881.

A study of the valuation table that I have prepared based on these early inventories, photostats of which are now on file in the Baker Library show some interesting facts. The first locomotive, the "Charter Oak" was furnished by the builder—Rogers, Ketchum & Grosvenor for \$7,000.00. By 1842, after four years of service, the road must have realized that its value had lessened to \$4,000.00. But, the following year some repairs must have been made and we know, in 1844 she was returned to the builder for heavy repairs and we now have a valuation within \$500.00 of the original cost price. From that time onward, the valuation remains about the same and after nearly twenty years of service, the valuation is \$2,000.00 less than the original purchase price.

Take the two locomotives "Massachusetts" built in 1847 and the "New York" built in 1848—from the time of delivery until nearly a decade afterwards their valuation remains constant. The same is true of engines delivered subsequent to both. Evidently the running repairs were capable of keeping these engines in "as good as new" condition. Other engines fluctuate in value according to the amount of repair work done on them.

Thus, altho' these inventories do not always give us all of the mechanical details which appear on a subsequent table, it does furnish us with a roster of those that were on hand each year, it does show when new locomotives were delivered and it also shows the fallacy of charging the cost of repairs to the capital account when they should be charged to operating expenses. "Good as New" did not cover depreciation through obsolescence.

### **JACKING UP LOCOMOTIVE BELLS**

Upon the outbreak of our Civil War in 1861, our Government purchased a number of locomotives from our railroads for the operation of their Military Railroads. Some of these were in fair shape but many of them were of little or no use for the purpose for which they were intended. Our government, at first, seized such engines as were about completed in the various locomotive building plants and later, placed orders with these different builders for locomotives of the type and weight they needed. But, the war had to be financed and taxes were levied on many articles and that included new locomotives. My attention has been called where the tax was levied on a new locomotive and then a tax was again levied on the locomotive and the tax. Shades of present days! However, the tax applied only to new locomotives, not to those repaired or rebuilt and, it was found that if parts of an older locomotive were used in the construction of a new one, the locomotive



would be classed as rebuilt and thus free from taxation—hence the term —“Jacking up the old locomotive bell and rolling a new locomotive beneath it.” These locomotives were never assigned builder’s construction numbers in the “all new” roster. How extensively this was done I do not know but I have encountered instances on certain railroads and by some locomotive builders. It was a clever performance but it has never helped the research worker in the years that followed.

Our definition of the term—*new*, *rebuilt* and *reboilered* locomotives of today are pretty well established and, as such, need hardly any explanation here but, prior to the establishment of the Interstate Commerce Commission the terms varied from one road to another and they did not have the same meaning.

When the roster of the locomotives for the New York, New Haven & Hartford R. R. was prepared in the mid-1930’s, access was had to the early locomotive books of the New York & New Haven R. R. and I assumed that the locomotives of this road would give but little trouble. The early prophets predicted that the road could not make any money because of water competition. The first locomotives that came from Rogers, Ketchum & Grosvenor were small 4-4-0’s with 13x20” cylinders and 72” drivers. The business soon exceeded their capacity and larger and more powerful ones soon had to be ordered. Col. Roswell B. Mason, the engineer who built the road, upon receiving a similar commission from the Illinois Central R. R., purchased two of them and took them to his new assignment. These locomotives were used by the N. Y. & N. H. whenever and wherever possible but by the time the Civil War broke out, there were several of them, probably behind the roundhouse in New Haven, that were no longer fit for service. The road had always purchased Rogers engines and we find a strong lament on that subject in the New Haven files when Rogers could no longer build them because of other work and the road turned to Danforth & Cooke.

It was during these war years that many, if not all, of these older locomotives were taken into the shops and restored to some kind of service for, they were badly needed. From the records of the locomotive books it is impossible to apply any of the three general terms to some of this rebuilding. A *new* locomotive, we understand as one that contains all new material from the rails up and, as such, starts with new locomotive mileage. A *rebuilt* locomotive is one that is rebuilt to either larger or smaller dimensions using some of the older parts and the locomotive mileage is continued. A *reboilered* locomotive is one that has a new boiler applied using the old parts with the locomotive mileage continued. But, a *rebuilt* locomotive can be reboilered and a *reboilered* locomotive can be rebuilt. These locomotive books, in some instances, denied any such logic—here was a locomotive, from the work done on it, it was rebuilt and included a new boiler and the locomotive would start out afresh. Another locomotive would receive the same treatment but the mileage would be continued. There were other instances and the only solution seemed to be to list the condition according to the repairs and let the locomotive mileage take care of itself. This condition of affairs doubtless existed on other roads and, at this late day, in going

through these early records, it is not always easy to apply these three terms, as we understand them to this work. Furthermore, what the New Haven would consider as a *rebuilt* locomotive might be totally different on such a road as the C. B. & Q. R. R.

We must remember that in the days of the light locomotive it was possible for many of our railroads to construct locomotives in their own shops. The chief reason was probably because the railroads felt they could do fully as good a job and do it more cheaply. In certain instances, in the Concord Shops of the Northern (N. H.) R. R. and the Lyndonville, Vt. Shops of the Connecticut & Passumpsic Rivers R. R., it was done to insure a steady supply of skilled mechanics without any seasonal lay-offs. On the other hand, that wealthy and busy Concord R. R., between Concord and Nashua, N. H., had to pay the State of New Hampshire its surplus earnings after they reached a certain amount. The locomotives built in their shops were not only well designed and carefully constructed but they were resplendent with brass work, bright colored paint and black walnut or mahogany woodwork. That much the State of New Hampshire did not receive.

The pit-falls in working up a locomotive roster of many of our early railroads are many and they are easily the cause of errors. The method employed by one official may be entirely disregarded by his successor and even he is not consistent. For the last fifty years, the three terms as we understand them can be safely applied but, prior to that, one must use care and to try and determine the exact nature of the work—if possible.

# Hartford & New Haven Railroad Locomotive Inventories

1842-1857

	1842	1843	1844	1845	1847
Charter Oak	\$4000.00	\$5600.00	\$6500.00	\$6000.00	\$5000.00
New Haven	6100.00	6100.00	5900.00	6000.00	6000.00
Hartford	6200.00	6000.00	6100.00	4000.00	4000.00
Quinipiac	6300.00	6400.00	6200.00	5000.00	5000.00
Meriden	6450.00	6500.00	6500.00	6000.00	5000.00
Windsor				6500.00	6500.00
Enfield				6500.00	6500.00
Berlin				6500.00	6500.00
Springfield				6000.00	6000.00
	1848	1849	1850	1851	1852
Charter Oak	\$5500.00	\$5500.00	\$5500.00	\$5000.00	\$5000.00
Quinipiac	3500.00	2000.00	sold		
Hartford	5500.00	5500.00	4000.00	sold	
New Haven	5500.00	5000.00	4500.00	4500.00	4000.00
Meriden	4800.00	5500.00	5000.00	4800.00	4800.00
Enfield	6500.00	7000.00	7000.00	7000.00	6500.00
Windsor	6500.00	6500.00	6000.00	6500.00	6500.00
Berlin	6000.00	6000.00	6000.00	6000.00	6000.00
Springfield	6000.00	6000.00	6000.00	6000.00	6000.00
Connecticut	7500.00	7500.00	7500.00	7500.00	7500.00
Massachusetts	7500.00	7500.00	7500.00	7500.00	7500.00
New York	7800.00	7800.00	7800.00	7800.00	7800.00
Wallingford		8000.00	7800.00	7200.00*	7200.00
Eclipse		7600.00	Renamed "Gov. Seymour"		
Gov. Seymour			7600.00	7000.00	returned
Gov. Seymour—renamed Red Bird					8000.00
Victory				7800.00	8000.00
Elisha Peck					8000.00
	1853	1854	1855	1856	1857
Charter Oak	\$5000.00	\$5200.00	\$5200.00	\$5000.00	\$5000.00
New Haven	5500.00	5500.00	5500.00	5500.00	5500.00
Meriden	5000.00	4800.00	5000.00	5000.00	5000.00
Enfield	7000.00	7000.00	7000.00	7000.00	7000.00
Windsor	6000.00	rebuilt and renamed "Hartford"			
Hartford		8000.00	8000.00	8000.00	8000.00
Berlin	6000.00	6000.00	6500.00	6200.00	6200.00
Springfield	6000.00	6000.00	5800.00	6000.00	6000.00
Connecticut	7500.00	7500.00	7700.00	7800.00	7800.00
Massachusetts	7500.00	7500.00	7500.00	7500.00	7500.00
New York	7800.00	7800.00	7800.00	7800.00	7800.00
Wallingford	7200.00	7200.00	7200.00	6800.00	6800.00
Gov. Seymour	8000.00	8000.00	8000.00	8000.00	8000.00
Victory	8000.00	8000.00	8000.00	8000.00	8000.00
Elisha Peck	8000.00	8000.00	8000.00	8000.00	8000.00
Chas. F. Pond	8000.00	8000.00	8000.00	8000.00	8000.00
Red Bird	8000.00	8000.00	8000.00	8000.00	8000.00
Orion		8500.00	8500.00	8500.00	8500.00
Dragon—renamed Hercules					9000.00

\* This is a new engine built by Rogers in 1851.

Charter Oak	Rogers K & G #6	10/1838	4-2-0	
Quinipiac	Rogers K & G #9	1/1839	4-2-0	Sold to Springfield Car & Engine Co., 1849
Hartford	Rogers K & G #15	10/1839	4-2-0	Sold—1851
New Haven	Rogers K & G #20	2/1840	4-2-0	
Meriden	Baldwin #167	11/1841	4-2-0	10½x16" 54" 20000
Windsor	Baldwin #212	11/1844	4-4-0	13½x18" 60"—rebuilt and renamed "Hartford"
Enfield	Rogers K & G #61	11/1844	4-4-0	12x20" 60"
Berlin	Rogers K & G #72	9/1845	4-4-0	11½x18" 60"
Springfield	Rogers K & G #73	9/1845	4-4-0	11½x18" 60"
Connecticut	Rogers K & G #112	11/1847	4-4-0	13x20" 66"
Massachusetts	Rogers K & G #114	12/1847	4-4-0	13x20" 54"
New York	Rogers K & G #128	5/1848	4-4-0	14x20" 60"
Wallingford	Springfield C & E	1849	4-4-0	No data—rebuilt
	Hartford Shops	1857	4-4-0	15x22" 60"
Eclipse	Springfield C & E	1849	4-4-0	No data—renamed
Gov. Seymour—returned to builder, sold in 1851 to Cleveland, Columbus & Cincinnati R R				
Victory	Rogers K & G #217	6/1850	4-4-0	15x20" 72"
Wallingford	Rogers K & G #269	7/1851	4-4-0	15x20" 54"—renamed "Gov. Seymour"
Elisha Peck	Rogers K & G #284	10/1851	4-4-0	15x20" 72"
Charles F. Pond	Rogers K & G #322	6/1852	4-4-0	15x20" 72"
Gov. Seymour	Rogers K & G #362	12/1852	4-4-0	15x20" 60"—renamed "Red Bird"
Orion	William Mason #5	3/1854	4-4-0	15x22" 60"
Dragon	Rogers K & G #699	9/1856	4-4-0	15x22" 60"—renamed "Hercules"

Neither of the engines from the Springfield Car & Engine Co. were satisfactory and the road wanted to return both of them. The builder would only accept one—the "Eclipse" renamed "Gov. Seymour" but, the road anticipating that both could be returned ordered other engines with the same names and these had to be renamed.

## Notes on the Ogdensburg and Lake Champlain R. R.

BY C. F. H. ALLEN

One of the dazzling illusions of the last of the 19th century was the expectation that Great Lakes traffic could be diverted to the New England ports of Boston, Mass. and Portland, Me., if strategic railroads could be built. The link common to both projected routes was the Ogdensburg and Lake Champlain RR (Ogdensburg with the final *h* was used by the Railroad Commissioners of the State of New York in 1888). A history of the road by Lawrence Doherty is given in our society's special bulletin "Vermont Central—Central Vermont" (1942). Connection to Portland was to be effected over the Portland and Ogdensburg RR (which later became the mountain division of the Maine Central, and the St. Johnsbury and Lake Champlain RR) passing through St. Johnsbury, Vt. and Fabyan's, N. H.

There is no evidence that any appreciable amount of freight ever took this tortuous route, but the discovery of an 1880 public timetable reveals several instructive points of interest regarding passenger traffic. It is to be regretted that it cannot be reproduced in full, so one may see what an important link this small road was (in their own minds) between the east and the west. In actuality, the longest run was that of through Pullman cars between Syracuse, N. Y. and Fabyan's (in the White Mountains, the great New England summer resort) via the Rome, Watertown and Ogdensburg, Ogdensburg and Lake Champlain, Central Vermont, Montpelier and Wells River, and Boston, Concord and Montreal Railroads. Furthermore, the "express" stopped at all stations on the O&LC, thus belying its name.

Connecting service to the west from the large cities was as follows: The morning P&O train from Portland (lv. 7:45) arrived at Fabyans at 12:25 and through passengers changed to the BC&M. Presumably they were joined at Montpelier Jet. by passengers from Boston who had left that city at 8 AM, coming via White River Jet., when all proceeded to the supper stop, St. Albans (arr. 6:15). Here they were joined by Boston travellers who had come via Rutland, and all proceeded to Rouse's Point, N. Y. (arr. 7:50) where there was a wait until 8:50, when passengers who had left New York City at 8 AM, coming via the Hudson River and the Delaware and Hudson RR's arrived. The train pulled out at 9 PM, making all stops, reaching Ogdensburg at 1:20 AM. Although through Pullman service is advertised between Fabyans and Syracuse, only an eastbound connection is shown in the timetable. Apparently this connection was made at Norwood (Potsdam Jet., 6 mi. north of Potsdam) at 2:40-2:50 AM.

Westbound Boston and New York passengers arrived at Norwood at 11:05 AM and at Syracuse at 6:20 PM, but Portland travellers and the Pullman car that left Fabyans at 12:25 PM were apparently

stranded at Ogdensburg (the timetable shows no stop at Norwood) around midnight (1:20 AM) and had to wait for a morning train.

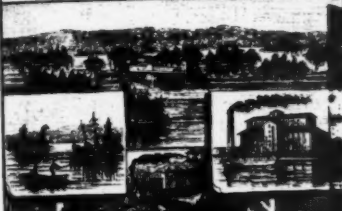
Eastbound travellers reversed the above-described route, leaving Syracuse at 8:15 AM (and Ogdensburg, 2 AM) arriving at Norwood at 2:40 and leaving at 2:50. Times of arrival were: Boston, via WR Jet., 7:15 PM (via Rutland, 10 PM); New York, 10:15 PM; Fabyans, 1:45 PM; Portland, 6 PM.

The loss of control by the owners of the O&LC, and various leases, are described in several articles.\* The road was absorbed in 1901 by the Rutland RR when the latter was operated by the Clements interests. Thus, the tempting Ogdensburg-Boston traffic eventually came under the control of the Rutland.

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\* The Formation of the New England Railroad Systems, by Geo. P. Baker, Harvard University Press, Cambridge, 1937. Steelways of New England by A. F. Harlow, New York, 1946.

**OGDENSBURG**  
AND  
**LAKE**  
**CHAMPLAIN**  
**RAIL ROAD**  
BETWEEN



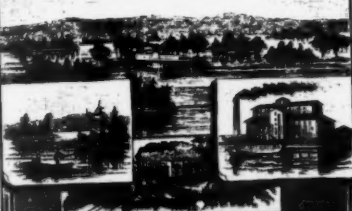
RAND, AVERT & CO. BOSTON  
**THE**  
**EAST & WEST**  
*Spring & Richardson!*  
GENERAL TICKET AGENT.

5-17-80

RAND, AVERT & CO. PRINTERS, BOSTON.

306

**OGDENSBURG**  
AND  
**LAKE**  
**CHAMPLAIN**  
**RAIL ROAD**  
BETWEEN



RAND, AVERT & CO. BOSTON  
**THE**  
**EAST & WEST**  
*Spring & Richardson!*  
GENERAL TICKET AGENT.

O. & L. C. Timetable, May 17, 1880.

**THROUGH TIME-TABLE**  
FROM  
**OGDENSBURG to the WHITE MOUNTAINS**  
And PORTLAND (via Montpelier).

[illegible]

CONNECTIONS—(1) With Grand Trunk, Rome, Watertown and Ogdensburg R.R.'s, Utica & Black River R.R., N. E. T. Line steamers for Toronto and Chicago, Royal Mail Steamers, Steamer "Stranger" for Alexandria Bay. (2) With R. W. & O. R. R. (3) With G. T. Ry. Central Vermont and Delaware & Hudson Ry.

**PULLMAN SLEEPING CARS**  
 RUN BETWEEN  
**SYRACUSE and the WHITE MOUNTAINS.**

Chicago to the EAST via Grand Trunk.	Chicago to the EAST via De- troit, Buffalo or Suspension
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Ar Chicago.....	9.50	9.10	
Ar Detroit.....	9.50	9.10	
Ar Toronto.....	7.12	6.62	
Ar Brockville.....	9.50	9.10	
Ar Verdun.....	9.50	9.10	
Ar Ogdensburg.....	8.30	8.30	
<b>Chicago to the East via Lake Shore &amp; Michigan So. R.R.</b>			
Ar Chicago, L. & M. S. R. R.....	8.15		
Ar Cleveland.....	7.50		
Ar Buffalo, N. Y. Central.....	8.15		
Ar Rochester.....	7.50		
Ar Rochester, N. Y. & O.....	8.15		
Ar Watertown.....	11.30		
* Newark, connect with N. Y. & O.			
<b>Bridge, Synapse &amp; Water town.</b>			
Ar Chicago, M. C. ....	9.10		
Ar Detroit.....	9.10		
Ar Detroit, via Gt. Western.....	4.00		
Ar Detroit, via Canada So. R. R.....	4.00		
Ar St. Bridge, Gt. Western.....	4.00		
Ar St. Bridge, M. Y. Central.....	2.00		
Ar Buffalo.....	2.10		
Ar Buffalo, N. Y. & O.....	2.10		
Ar Syracuse.....	2.10		
Ar Watertown.....	11.30		
* Newark, connect with N. Y. & O.			

Passengers arriving at Ogdensburg or Norwood as above make close connection with the Ogdensburg & Lake Champlain R.R. as follows:

For White Mountains and Portland.	For BOSTON and Intermediate Points, via Burlington, Fel- low Falls and Fitchburg.
Ly. Ogdensburg..... 1.00	

11	Northwood	2.90	12	Lyonsburg	2.96
12	Bones Point	6.05	13	Northwood	2.50
13	St. Albans	7.15	14	Bones Point	6.05
14	Montpelier	9.35	15	St. Albans	10.05
15	Wells River	11.45	16	Burlington	11.12
Ar	Fairfax	1.44	17	Rutland	1.20
16	Crawford's	2.06	18	Bellows Falls	3.35
17	North Conway	3.30	19	Fitchburg	8.15
18	Portland	6.60			

**FULLMAN PALACE CARS** run  
between Syracuse and Febyane  
without change.

NEW YORK		
For BOSTON and Intermediate	By Ogdensburg.....	2.00 12.40
Points, via White River Jo.	" Norwood.....	2.50 1.35
	" Rouse's Point.....	6.05 5.10
	" Plattsburgh.....	10.05 6.25

Newburg	2.12	12.35	" Saratoga	3.12	11.21
Orleans	2.05	12.35	" Troy	4.40	12.35
St. Albans	10.00	9.00	" Albany	4.50	12.40
White River Junc.	2.12	2.00	Ar New York	10.10	6.40
Cumcord	4.25	0.25	Fullman Sleeping Cars between		
Manchester	0.39	0.35	Orleansburg & Rouse's Point.		
Nashua	0.43	7.40	Wagner Palace Cars run between		
Lowell	6.15	7.30	Rouse's Point and New York.		

**FULLMAN PALACE CARS** run between Ogdensburg and St. Passengers desiring to stop over at Saratoga or Albany can re-

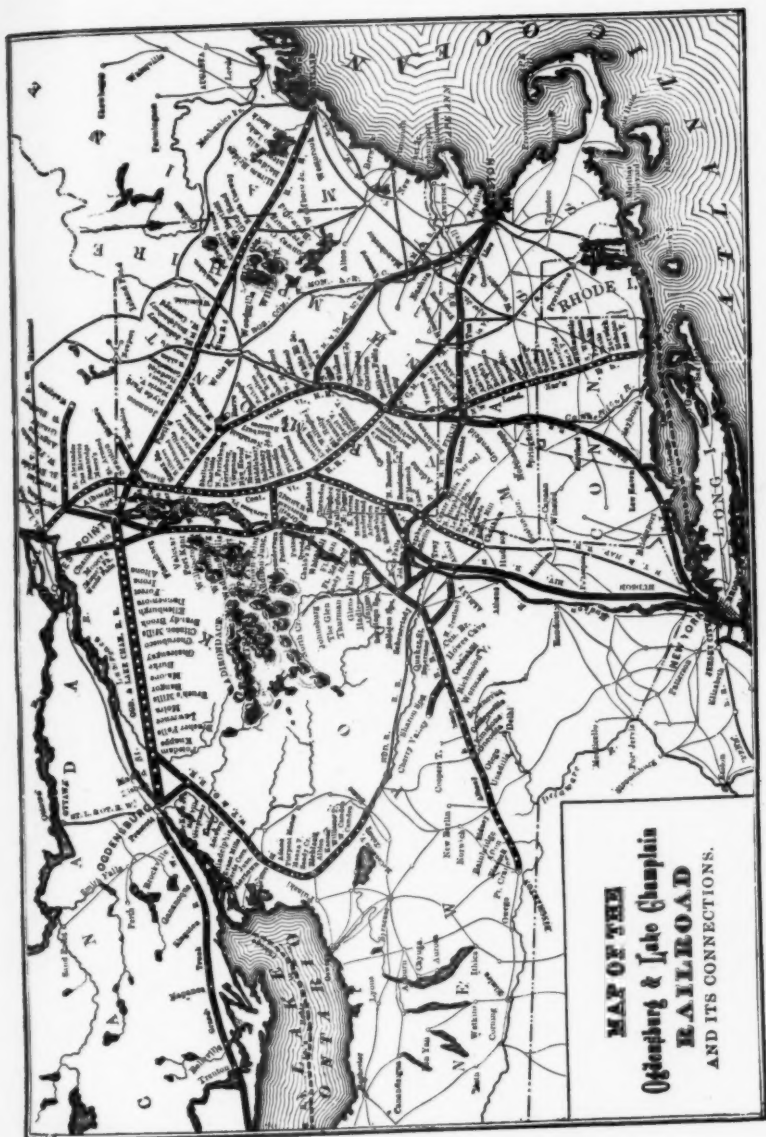
**People's Line of Steamers** (Drew and St. John) leaving Albany at 8.15 p.m., daily, except Sundays, arriving in New York at 7.00 a.m.

**Orkney Bay Line Steamers**, leaving Albany at 6.30 a.m., daily, except Sundays, making landings on Hudson River, and arriving in New York at 7.00 a.m.

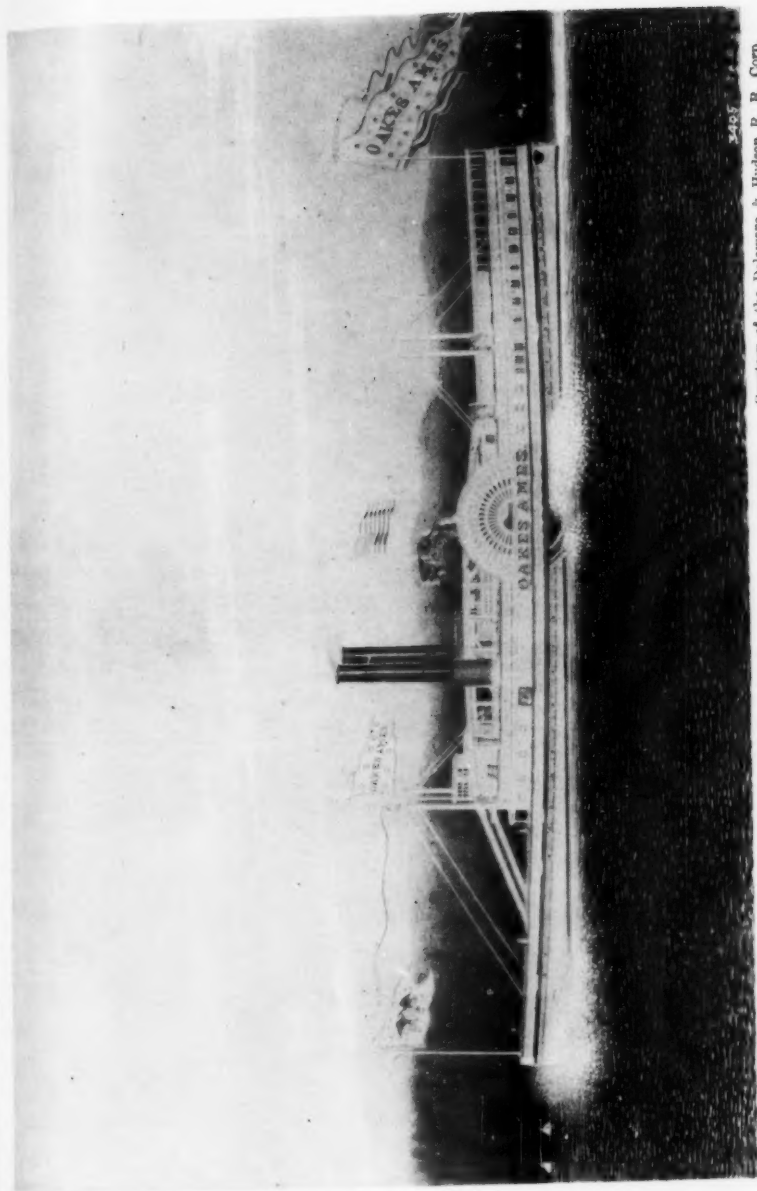
**Oz Chisholm's Line Steamers** from Troy, leaving Troy at 7.45 p.m., arriving in New York at 7.00 a.m.

Rail Tickets are accepted on either of the bus lines between Albany or Troy and New York.









The "Oakes Ames," completed in 1868. From an oil painting.

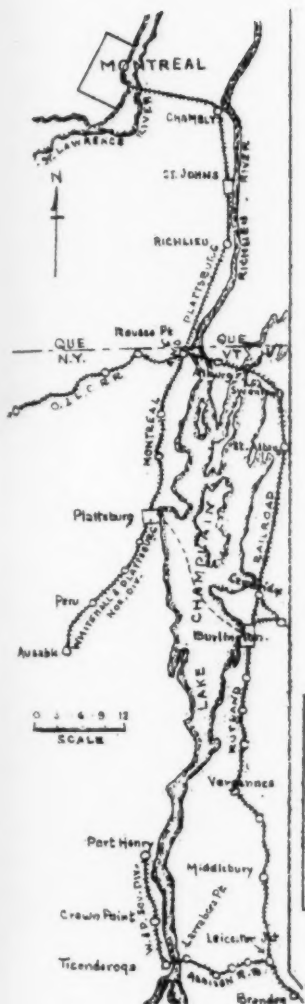
Courtesy of the Delaware & Hudson R. R. Corp.



Daily Train on Addison Br. of Rutland R. R. at Leicester Jct., Vt.

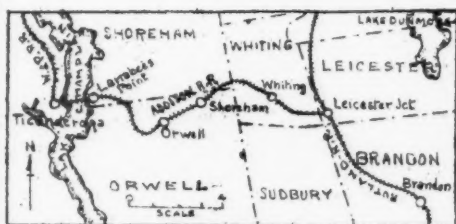


Daily Train on Addison Br. of Rutland R. R. Leaving Whiting, Vt.



TIME TABLE - GOING SOUTH			
STATIONS	MILES	PASS	
		A.M.	P.M.
Lv. Port Henry	0	8:10	2:40
Crown Point	9	8:35	3:10
Ticonderoga	17	9:00	4:15
Lamabres Point	18	9:10	4:35
Orwell	24	9:35	4:55
Shoreham	27	9:50	5:10
Whiting	30	10:00	5:28
Ar. Leicester, Jt.	32	10:22	5:46
		A.M.	P.M.

TIME TABLE - GOING NORTH			
STATIONS	MILES	PASS	
		A.M.	P.M.
Lv. Leicester Jt.	0	6:40	7:55
Whiting	2	7:05	8:08
Shoreham	5	7:30	8:18
Orwell	8	8:00	8:38
Lamabres Point	14	8:10	8:56
Ticonderoga	18	9:20	9:07
Crown Point	23	10:00	9:52
Ar. Port Henry	32	10:50	10:10
		A.M.	P.M.



THE ADDISON RAILROAD (VT.)  
AND  
CONNECTIONS - 1872

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## The Addison Railroad (Vermont)

BY HAROLD S. WALKER

Running almost due east and west across the fertile lower portion of Addison County in Vermont is the 15-mile Addison Branch of the Rutland Railroad originally the Addison Railroad, chartered in 1870 by the Vermont legislature and completed in 1871. This short and (now) unimportant branch was originally part of an ambitious plan evolved by Governor Page, one-time president of the Rutland R. R., to acquire for his road some of the lucrative Ogdensburg and Canadian business most of which was going to the Vermont Central R. R. through connections at Rouse's Point. It also would give him access to the iron industry then flourishing at Port Henry, N. Y. on Lake Champlain.

The first step in the Governor's plan was to build a steamer, the Oakes Ames, to run across Lake Champlain between Burlington and Plattsburg from whence the Montreal & Plattsburg R. R. (owned by Rutland R. R. interests) ran north to a connection with the Ogdensburg & Lake Champlain R. R. and thence to Montreal. This venture met with a measure of success and at one time the Ames was transporting as many as 1100 cars monthly across the lake.

The Ames could not operate in winter however, due to ice conditions in the lake so, as a second step, an all-rail connection was planned. This all-rail route was to run from a point north of Rutland over the proposed Addison R. R. to the narrows at Ticonderoga; thence over the southern portion of the Whitehall & Plattsburg R. R. to Port Henry; over the northern portion of the same road from Ausable to Plattsburg and thence over the Montreal & Plattsburg R. R. (already leased) to Montreal. This left a stretch of 34 miles between the segments of the Whitehall & Plattsburg R. R. (from Port Henry to Ausable) to be built but it was anticipated that financial aid would be forthcoming from the Ogdensburg road for its completion.

This plan was doomed to failure, first as a result of the unexpected lease of the Ogdensburg & Lake Champlain R. R. to the Vermont Central in 1870 and then by the almost immediate lease of the Rutland R. R. by the Vermont Central which included the assignment of the Rutland's lease of the Addison R. R.

The Addison Railroad was incorporated on November 20, 1867 by a special act of the Vermont legislature but, for some reason not explained, the charter was not issued until 1870. The railroad was 15.6 miles long with 1.75 miles of sidings and extended from Leicester Junction on the Rutland R. R. in the town of Whiting, Vt. to Addison Junction (now Fort Ticonderoga) on the Whitehall & Plattsburg R. R. in the town of Ticonderoga, N. Y. It was opened for traffic on December 1, 1871 and was immediately leased to the Rutland R. R. for 99 years on the basis of 3% on the capital stock, or \$15,000 annually.

Along with other Rutland interests the Addison lease was transferred to the Vermont Central early in 1872 where it remained until the Rutland road regained its independence in 1896. It is now operated as

the Addison Branch of the Rutland R. R. The long wooden trestle across the narrows of Lake Champlain between Larrabee's Point and Ticonderoga was destroyed in the flood of 1927 and never replaced. Thus the present terminus of the line is at Larrabee's Point.

Although not up to the standard of the main line in construction, the branch was well laid out with no sharp curves and no grades of any consequence. Bridges were relatively few and short and considered equal to the service required of them. The track was laid originally with wrought-iron rails all of which has been replaced long since with 60-lb steel. Since early in 1890 traffic consisted of but a single mixed train each way daily and its scheduled speed did not exceed 20 miles per hour.

The branch served the towns of Whiting, Shoreham and Orwell, all of which had dairy industries and provided traffic in the form of milk, butter and cheese as well as lesser amounts of farm products. There was little or no passenger business. The writer rode the line from Larrabee's Point to Leicester Junction in 1938 but traffic has fallen off each year and now the road is open (for freight) only as far as Whiting, four miles from Leicester Junction.

## Corrections to Bulletin No. 101

Two of our members have made suggestions and sent in corrections regarding the locomotives that were listed in this bulletin. From Walter F. Becker of St. Paul, Minn. comes the suggestion that the "Mars" and "Vulcan" furnished the Boston & Worcester R. R. by Norris in 1840 could have been of the 4-4-0 type. We admit the possibility and we also admit the uncertainty so, you will have to take your choice.

From George Westhaeffer of Arlington, Va. comes a correction in the matter of those Cumberland Valley locomotives. Since Mr. Westhaeffer had had access to the records of that company his source of information is better than that used by Mr. Brown:

Cumberland Valley	4-2-0	1837	Norris
Carlisle	4-2-0	1837	Norris
Chambersburg	4-2-0	1837	Baldwin #97
Shippensburg	4-2-0	1838	Norris
Nichols Biddle	4-2-0	1838	Norris
C. B. Penrose	4-2-0	1839	Norris
T. G. McCulloch	4-2-0	1839	Norris
Snapper	4-2-0	1839	New Castle Mfg. Co.
Henrietta	4-2-0	1840	New Castle Mfg. Co.

We are glad to have these corrections and appreciate the thought in sending them in.



# The Chicago and Wabash Valley Railroad

By J. H. KIRACOF

It is interesting to follow the course of the corporate lives of local, home owned corporations and see how its hopes and its future were influenced by one outstanding person who became the driving force behind the company. Such a local enterprise was the Chicago and Wabash Valley Railroad of Indiana.

This little Indiana railroad finally reached a total length of 36 miles after a fifteen year struggle. It was wholly a local enterprise and almost a single handed promotion of Benjamin J. Gifford of Kankakee, Illinois. Its entire mileage was in Lake and Jasper Counties in Indiana. Before going on to the history of the little road it is well to give the background of Benjamin J. Gifford. His was a colorful life and the almost Horatio Alger tradition is repeated here.

Mr. T. H. Ball, a historian of note, states in his book "Northwestern Indiana" that "Mr. B. J. Gifford had much to do with draining the Kankakee marsh. He was born on a farm in Kendall County, Illinois in the pioneer days of that part of the state; was left motherless at the age of six; at eleven he arranged to obtain some prairie Government land which he thought was valuable, but his father thought it worthless and so he gave up that first land arrangement, land which afterward sold for one hundred and twenty five dollars an acre, as many dollars as the price from government would have been in cents; and at the early age of thirteen 'small in stature, without any money, or clothes beyond what he wore,' he started to make his own way in life."

"Seeing the necessity of obtaining an education, he set resolutely about that, and at the age of seventeen commenced teaching winters and attending school summers, but when ready to enter college, designing to go into the sophomore class, the war of 1861 commenced and he enlisted in the Union Army as a private soldier, became captain, improved his leisure time in reading law books, served in the Army through the war, was afterwards admitted to practice as a lawyer and settled in Rantoul, Champaign County. Here he organized the Havana, Rantoul and Eastern railroad company, built the road, seventy five miles in length, from LeRoy, Illinois to West Lebanon, Indiana, sold his stock at a premium to Jay Gould, then became a member of a New York syndicate of which Cyrus W. Field was one, was made President of the Company, bought the Cleveland and Marietta road for one million dollars, July 2, 1881, managed the road for about one year when the syndicate sold out 'at a small profit' and he 'left the railroad field.'"

"He had gained some experience and made some money and now gave his attention to the draining of wet lands. In 1884 he had secured of such lands, in Champaign County, seven thousand five hundred acres. This he drained successfully, built dwelling houses for tenants, and went on the Vermillion Swamp where he purchased a large tract of wet land which he also drained and upon which he built houses for tenants who cultivated the land on shares, and in 1891 he was nearly out of employ-

ment. He learned that in Jasper County (Indiana) there was a marsh which had no value 'except to trade to some one who never saw it.' In July of 1891 he purchased, for four and a half dollars per acre, of Thompson Bros. of Rensselaer, 6,700 acres in the Pinkamink Marsh, and continued to purchase, as opportunity offered, 'til he now owns 33,000 acres in Jasper and about 1,000 acres in Lake County. This land extends, with some small breaks, from a point about two miles north of the Kankakee River 'near the southeast corner of Lake County, to a point one mile south and five miles west of Francesville, embracing the bulk of Pinkamink Marsh, Stump Slough, Coppens Creek Marsh, Buckhorn Marsh, Mud Creek Marsh and a considerable section of the Kankakee Marsh.' "

Mr. Gifford constructed a dredge boat in the spring of 1892 and went to work. He put a second dredge in service in October of the same year and both worked day and night. Nearly one hundred miles of main channels were completed and many miles of smaller ditches put through. As the land drained, Mr. Gifford began the work of bringing in tenant farmers to work it. The crop of 1899 was estimated at 300,000 bushels of corn, 200,000 bushels of oats, 150,000 bushels of onions and 50,000 bushels of potatoes. Nearly all of this was nowhere near a shipping point and there was only one improved road across the north end of Jasper County. The I. I. and I. railroad ran across the north end of the county and the Monon and C. and E. I. cut across it from northwest to southeast. Mr. Gifford began to plan the Chicago and Wabash Valley Railroad.

The announced purpose of the new road was to make available the tremendous agricultural production to the Chicago market. Cattle raising was a major industry and it was not unusual for the cattle market at McCoysburg to ship 3500 head of cattle on market days. Market days were held every two weeks. Mr. Gifford quietly picked up the charter of another proposed railroad which never got beyond the paper stage. Its charter called for construction from Chicago to Lafayette, Indiana. The Chicago and Wabash Valley Railroad never reached either place. It was, however, solely responsible for the development of several villages along its new line, Zadoe, Laura, Gifford, Comer and Lewiston, some are still on the map and going communities.

Poor's Manual of 1899 gives the bare facts of the birth of the Chicago and Wabash Valley railroad. "Chartered Sept. 10, 1898, projected Chicago to Lafayette, Indiana, 25 miles. Completed Zadoe to Comer, Indiana, 10 miles, July 1st, 1899. Rail 50 pounds, locomotives one, cars; Passenger, combination one, others 8. Connection at Zadoe with the Chicago and Eastern Illinois R. R." The Manual also set out the aims of the new road traffiewise "Road is intended to serve only a local agricultural service." Capital stock authorized and issued \$50,000. Directors Benjamin J. Gifford, James E. Jones, Harlan E. Stone, Chas. D. Henry, John B. Reid, Edward D. Caulkins, Chas. B. Campbell, Kankakee, Ill. The officers shown are: Benjamin J. Gifford, Pres., Chas. B. Campbell, Vice Pres., James E. Jones, Secy.-Treas., Kankakee, Ill. Frank E. Lewis was appointed Superintendent of the new road with Walter Jones, Chief Engineer, Gifford, Ind. General offices were

at Kankakee, Ill. From this point on the guiding hand of Mr. Gifford and Frank E. Lewis are clearly shown. Others of Mr. Gifford's family appear now and then but he stays as President until his death.

We have been unable to find any record of the locomotives or rolling stock. It is reasonable to believe that these came from the C. and E. I. which was their one and only connection. The new road certainly did not have money for new locomotives and cars. The one combination car shows as the only passenger equipment the entire life of the road. It was evidently used as a caboose too. The locomotives were all eight wheelers as far as we can find. The C. and E. I. were going to heavier power and it is logical to believe that is where they came from.

Poor's Manual of 1900 gives further evidence of progress, "Kersey to Pleasant Grove, Ind., 20 miles, rail 60 pounds. Zadoc to Comer completed 1898. Completed as above in 1900. The company has about ten miles of additional road under construction. No bonds or floating debt. Locomotives 1, Cars, Combination 1, box 3, flat 9, service 6, total 19." It might be interesting to note that neither Comer or Pleasant Grove show on the Indiana Highway map. John B. Reid was replaced as a director by W. C. Schneider.

Construction was pushed during 1900 and 1901 with the road completed north to Kersey and a connection with the I. I. and I. to be made later and south to McCoysburg with a connection to the Monon to be accomplished later. The road had increased its rolling stock by adding another locomotive, had the combination car still in service but had revised its freight cars to 7 box, 9 flat, 2 tank cars. Capital stock had been increased to \$100,000 probably a considerable portion of this being purchased by Mr. Gifford as he held the controlling interest at all times.

A new oil field was discovered in Jasper County early in the 1900's and Mr. Gifford was quick to extend the new road over into the field for new business. He had completed a new four mile section from Gifford east to Asphaltum by June 30, 1902. This probably accounted for the purchase of the two tank cars. This made a total of 27 miles of line. Official changes came along too. The report for 1902 showing as Directors only B. J. Gifford, James E. Jones, H. M. Stone, C. D. Henry and W. C. Schneider. The officers B. J. Gifford, President, Joseph E. Jones, Secy-Treas.

Between 1902 and 1905 the new road successfully made a connection with the I. I. and I. at Kersey and crossed it for points further north. No connection had as yet been made with the Monon at McCoysburg. Poor's Manual for 1905 shows "North End to McCoysburg, 28 miles, Gifford to Asphaltum, 4 miles, sidings 4.2 miles, total 36 miles." This would indicate that the rails had reached the south bank of the Kankakee River or close to it. Probably the building of a bridge was in progress. Capital stock was increased to \$300,000 with a proposed authority for \$1,000,000. Railroad stocks were selling well in those days. The Board of Directors was extensively changed during the past two years and shows on June 30, 1905 as follows: B. J. Gifford, H. L. Crawford, H. M. McGruder, E. D. Caulkins, G. C. Simons, R. G. Resser, H. M. Stone, Kankakee, Ill., Horace Marble, Wheatfield, C. W. Hotchkiss, Chicago,

John Brown, Crown Point, Ind., Oscar Dinwiddie, Lowell, Ind., Frank Lewis and C. J. Hobbs, Kersey, Ind. The official family consisted of B. J. Gifford, Pres., H. M. Stone, V. Pres., Jas. E. Jones, Secy.-Treas., E. (?) E. Lewis, Supt. Mr. Lewis had made the grade from Superintendent to the Board of Directors. Evidently he had merited the confidence of Mr. Gifford.

The next year was one of activity, principally getting cash for expansion. The road floated a bond issue. Poor's running record for 1906 shows: "Capital stock \$300,000. Bonded debt \$6,000 per mile. The company has four added lines under construction. Connections are made at McCoysburg with the Monon system; at Zadoc with the C. and E. I.; at Kersey with the Chicago, Indiana and Eastern (old I. I. and I.). Annual meeting last Thursday in July at Kersey." The feminine hand comes into the picture at this time. The Board of Directors became: John Brown, Horace Marble, F. E. Lewis, C. J. Hobbs, Oscar Dinwiddie, A. D. Ehrick, Etta L. Gifford, J. Maude Schneider, R. G. Risser, H. A. McGruder, J. W. Belshaw, C. D. Henry and B. J. Gifford. The official family showed it too. B. J. Gifford was still President, H. A. McGruder, V. Pres., but J. Maude Schneider became Secretary-Treasurer. Frank Lewis still the superintendent.

It is interesting to note family names here. There are at present stations known as Belshaw and Schneider on the present Danville Line of the New York Central. These families were probably among the great land holders of that time in this area.

The company was still pushing north with the avowed intention of reaching the Chicago territory. It had reached Dinwiddie in Lake County by June 1907 with a total trackage of 30.4 miles. Still with two locomotives and little change in rolling stock. The faithful combine still doing caboose and passenger duty.

Poor's Manual for 1908 reports "One mile north of Dinwiddie to McCoysburg, 33 miles, Gifford to Crescent 4 miles. Connection with C. I. and S. at Kersey. (The old 3 I's had changed corporate titles three times in ten years). The intent of the road builders had changed also, but ultimately to become a section of a line to be built from Gary at the end of Lake Michigan to the coal fields of Indiana." Gary and neighboring Griffith had become desirable goals for the new road with fine connections to the Chicago markets and connections to the east and north. Again came a change in the directors: John Brown, Crown Point, C. J. Hobbs, Frank E. Lewis and C. E. Kersey, Kersey, Ind.; Oscar Dinwiddie, Mat J. Brown, Dinwiddie, Ind.; Mrs. Etta L. Gifford, H. A. McGruder, Geo. C. Simonds, B. J. Gifford, Kankakee, Ill.; C. W. Hotchkiss, Chicago, J. W. Belshaw, Lowell, A. C. Roble, Bloomington, Ill. Officials were B. J. Gifford, Pres., C. W. Hotchkiss, V. Pres., Chicago, Mrs. Irene E. Floyd, Secy.-Treas., Kankakee, Ill. General offices Kankakee, Ill., operating office, Kersey, Ind.

Business and financial affairs again looked favorable for the next year. Construction was still in progress north of Dinwiddie. The road now had another locomotive on its roster making a total of three in active service. A round house and shop had been constructed at Kersey

to service the road's mechanical needs. The old combination car was still doing daily service supplemented with 10 box cars, 5 flats and 13 service cars. The company reported that for the year ending June 30, 1909 the road had received \$465 in passenger revenue, \$9421 in freight, other \$8.00, total \$9894.00. Unfortunately it also reported expenses of \$27757 with a deficit of \$30806 for operations up to that date. Directors again changed somewhat with four new directors, Julius Weinstein, Gifford, Miss May Gifford and T. M. Callahan, Newland and Mrs. J. M. Hutchison of Kankakee coming on the Board. Mr. Belshaw, Geo. Simonds, H. A. Magruder and A. C. Roble retiring. The official family changed a bit too. Benjamin J. Gifford became President, Treasurer and General Manager at Kankakee, C. W. Hotchkiss, V. President, Chicago and F. E. Lewis, Secretary and General Supt., at Kersey.

Affairs evidently were becoming involved for the little road in 1911 as the Poor's Manual for 1911 shows: "Locomotives 1, cars 28." One of the big events was the folding of the prospective oil business and the removal of the four miles of track from Gifford to Crescent. The operating report for the fiscal year ending 6/30/1910 shows the road handling 18344 tons of freight, revenue \$10,198. Passenger revenue \$352.00, other \$64.00, total \$10,614.00. Expense \$21493.00. Capital \$350,000. Bonds \$224,000 1st mortgage 5% bonds due 7/1/1930. Trustee for bondholders E. G. Caulkins. N. G. Halsey, Kankakee and Chas. Spitler of Rensselaer were added to the Board of Directors with Mr. Halsey becoming Secy.-Treas. and Auditor.

It was becoming quite apparent that the new road would not be able to make its objective on the north end. Quite likely there was opposition from some of the neighboring roads with roots in Chicago who did not want to see a competitor entering their field. This left only a development to the south for the new road. The directors authorized construction on from McCoysburg to Wolcott. There is no record that any of this construction was ever started. There just wasn't any funds to start with. Nevertheless, the Poor's Manual for 1914 shows "two locomotives, passengers carried 869 (6/30/1912-6/30/1913). Freight handled 25895 tons. Total deficit to date \$106603.00." The Manual for 1914 omits the name of Benjamin J. Gifford for the first time. The Board of Directors in that report consisting of T. M. Callahan, N. G. Halsey, C. G. Spitler, Rensselaer, Geo. H. Gifford, Tipton, Ind., C. J. Hobbs, F. E. Lewis, C. E. Kersey, P. A. Lauford, Kersey, C. J. Griswold, St. Joe, Mo., Gifford Marrs, McCoysburg, J. W. Brown, O. Dinwiddie, Lowell, Matt Brown, Hebron. No list of officers is shown. It does note that the entire line had been reconstructed and relaid with 75 pound rail and new ties.

The end was drawing near. With the passing of Mr. Gifford, other interests became involved in the life of the little road. The Chicago and Wabash Valley drew its last corporate breath on March 15, 1914. Poor's Manual gives the epitaph as follows: "The C. I. and L. Ry. Co., acquired \$347400 of the \$350,000 outstanding stock and all of the outstanding 1st mortgage bonds of the company and took over control on March 15, 1914. Continuing to operate it separately. The Gifford estate, the

former owners, agreed to assume all of the liabilities of the company that existed at the close of business on 3/14/1914 except as to interest on bonds and taxes. Locomotives 2, Cars, passenger 1, freight 12." The faithful old combine outlived the road. In its last year of operating it proudly carried 907 passengers.

Mr. T. H. Ball, the historian, states "Jasper County is almost entirely devoted to agriculture or to farming and stock raising, and its towns are few. In 1883, the Indiana, Illinois and Iowa railroad went across the Kankakee Valley from east to west and gave three principal stations in the north of Jasper, Dunnville, Wheatfield and DeMotte. These places are not very large. Wheatfield is said to have been so named because it is situated where once was the first wheatfield in the county. DeMotte bears the name of a former Congressman, Mark L. DeMotte of Valpariso. About two and a half miles east of DeMotte is a locality called Kersey, which is the point of departure for a peculiar railroad, the Chicago and Wabash Valley Railroad, of which villages are starting, to be known as Zadoc, Laura, Gifford, Comer, and Lewiston. These are agricultural shipping points on a private road running through a large estate owned by Mr. B. J. Gifford."

It was an age of large land holdings and Mr. Gifford had a dream of an agricultural empire, serving the food requirements of the great and growing Chicago. Historians cannot help but ponder what the result would have been on the Kankakee Valley had Mr. Gifford been able to open his little road into the Chicago market on the north and Lafayette on the South. A few can still remember the little two stall roundhouse at Kersey with its ever flowing well of artesian water, the chime whistle of the little locomotives tooting through the marshes. A few of the buildings are still in use along the old right of way as memorials to the Gifford era in Indiana.



## Worth Reading

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### BOOKS AND PAMPHLETS

*Air Cargo—The Big Breakthrough*, by Stanley H. Brewer. 20 mimeo. 1. Seattle, Washington, University of Washington Bureau of Business Research. Occasional Paper No. 8, Nov. 1959.

... *American Railway Signaling Principles and Practices. Ch. XXV—Coded Track Circuits*, 1959 Ed. Chicago, Ill., A A R Signal Section, 59 E. Van Buren St., 5.

*Association of American Railroads—Its Organization and Activities—1959*. Cover-title, 25 p. LC ed. no. A59-8613. Washington 6, D. C., A A R, Transportation Bldg. Free.

*Association of American Railroads. 1959 Annual Report. Cover-title*, 55 p., Illus. Map: Location of headquarters, field officers and other special facilities . . . Washington 6, D. C. A A R, Transportation Bldg. Free.

*Association of American Railroads. Research Center. 1959 Annual Report*. Cover-title, 37 p., Illus. Chicago, Ill., 3140 S. Federal St., 16, and Washington 6, D. C., Transportation Bldg., Free. "Mechanical Division Research" includes hot box, lubricating materials and journal bearing development; diesel-electric locomotive axles and wheels, Atomic Energy; hopper car loaded with ferromanganese impact tests; diesel fuels and lubricants. "Container and Loading Research Division" reported on automobile windshields, standard density cotton bales, dressed beef, pallet units, white rust, coffee, steel strapping, pharmaceuticals, furniture and perishable commodities. "Engineer Division Research" mentioned "nuclear light sources for roadway signs"; gamma radiation equipment to determine moisture content of surface soil; asphalt-treated ballast; chemical control of vegetation in cooperation with North Carolina State College; cross ties tests including prestressed concrete ties; track, including switch heaters; car-roll; Highway grade crossing protection, with cooperation of Ohio State Highway Dept. *Rail* mentions that road-rail type detector car unit is being built in cooperation with Great Northern Ry. and diagrams plan, and continuous welded rail investigations. Concrete Structures, Steel Structures, Wood Bridges and Trestles, and Wood Preservation reports, also.

*British Narrow Gauge Railways*, by Richard B. Jones. viii, 110 p., illus. London, W. 1, Eng., Adams and Charles Black, Ltd. 18 shillings.

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and reasons therefor. 25 mimeo. 1., Exhibit. New York 17, N. Y., Canadian Pacific Ry. Dept. of Public Relations, 581 Fifth Ave. Free.

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*COMMUTE*—The Community founded on a multilateral contract between the French Republic (including France, the Algerian and Saharan Departments, the Overseas Departments and the Overseas Territories) the Central African Republic, the Republic of the Congo, the Ivory Coast Republic, the Republic of Dahomey, the Gabon Republic, the Republic of Upper Volta, Malagasy Republic, Islamic Republic of Mauretania, Republic of Niger, Republic of Senegal, Sudanese Republic, and Chad Republic. 32 p., illus., ports., maps of each republic showing railroads and/or roads in it. Printed in France. Distributed here by French Embassy Press and Information Division, 972 Fifth Ave., New York 21, N. Y.

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*1877: Year of Violence*, by Robert V. Bruce. 384 p. Indianapolis and New York, The Bobbs-Merrill Co. \$5.00. "... No year in the history of American railroads has ever ended more terribly than 1876 or begun more bleakly than in 1877. . . ." p. 28 Ch. 2. The Fuse. *The Great Strike*, Ch. 7-14.

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*The Diesel That Did It—The Story of the 83,764-mile Test That Doomed Steam,* by David P. Morgan. "... Electro-Motive No. 103 ..." Trains, February 1960: 18-25. Illus.

*Diesels to Desolation,* by F. Murray Greenwood and E. N. Smith. Trains, December 1959: 28-37. Illus. "Ontario Northland is sitting on a powder keg of opportunity with a short fuse. . . ."

*Foundation to Operate Colorado's Last Narrow Gauge Road as Rio Grande Gives Up.* The Wall Street Journal, December 7, 1959: 1,16. "Helen Thatcher White Foundation [Pueblo, Colo.] . . . objective to perpetuate the operation . . . as a living monument to pioneer railroading . . . The abandonment . . . and the sale . . . must be approved by the ICC . . ."

*FREIGHT VEHICLES ISSUE 1959—Freight Vehicles and Equipment 1959.* Traffic World, December 12, 1959: 91-140. Illus. "... the editors of Traffic World have attempted to describe and summarize those equipment developments and innovations affording the greatest possibilities for making transportation less costly and more efficient for both shippers and carriers."

*Getting To Work—The Trials of U. S. Commuters—Modern Living—Those Rush-Hour Blues.* Time, January 18, 1960: front cover cartoon: 74-78. Illus.

*Grand Central City—The octagonal structure, which will be the world's largest commercial office building, will be supported over the tracks and platforms [of Grand Central Station, New York City].* Railway Age, February 1, 1960. Architect's drawing. p. 19.

*How Europe's Railroads Integrate Research,* by Robert Spark. Modern Railroads, December 1959: 59-62. Illus. "... Unique central agency—the ORE—coordinates research programs, avoids duplication and waste . . ."

*How we found RUSSIA'S forbidden satellite base,* by Pat Frank. This Week Magazine, January 31, 1960: 6-8. Illustrations include drawing showing location of "Rocket City by Herb Mott. "... This enormous power plant would have to be built and assembled in Russia's industrial heartland—and then moved, somehow, to the launching site. / A cargo plane was out of the question—the Russians had none that big. A double-trailer truck could do it, but the Kazakhstan road system was known to be totally inadequate to support such a load. There remained the railroad. / It was a single-track affair running from Chkalov, in Great Russia, to Tashkent. Could it carry an object 60 feet long and 19 feet deep, say on two flat cars? Tunnels or sharp curves would make it impossible. But reports revealed no tunnels. And most of the distance the rails ran straight across the deserts. All the curves were



gentle. / So the search for the launch area narrowed. It had to be on or close to that railroad. . . ."

*In Service 155 Years—Mumbles [Wales] Railroad, One of the First to Use Sails, Is Out of Business*, by Alvin Steinkopf. Illus. [and]

*Year Was 1830—Sailing Train Had Brief Run in S. C.* [on South Caroline RR], by J. V. Nielsen, Jr. Illus. Charleston, S. C. News and Courier, January 6, 1960.

*I've Been Eating on the Railroad*, by Clementine Paddleford. Illus. "Aboard a transcontinental limited, our roving Food Editor discovered recipes for a queen's kitchen."

*Locomotives in the North African Campaign*. By a Correspondent. Diesel Railway Traction, London, England, October 1959: 385-387. "Some recollections of operation before and after El Alamein."

*Loomis, Daniel P[ittinger]*, April 6, 1905—*Railroad Executive*, Lawyer. Current Biography, January 1960: 21-23. Port. of President, Association of American Railroads.

*Minnesota Western Now the 'M I R'—900 Acre Industrial Park Formed*. The ExPress (Minneapolis & St. Louis RR), November 1959: 1. Map.

*Monorail Is Signaled Electronically—General Railway Signal Co.*, has developed a solution to the problem of providing a fail safe signal system for the one-rail train. Train control and signals on the Disneyland Monorail work on the check-in check-out principle. Railway Signaling and Communications, December 1959: 22-23. Diagrams and illustration.

*1960 Outlook Issue—The Marketing and Transportation Situation*, October 1959—MTS-135, Agricultural Marketing Service, U. S. Department of Agriculture: 40-46. "Recent Developments in Transportation—The Piggyback Operation" by William T. Marcoux and Celia Sperling; " . . . "St. Lawrence Seaway Traffic Developments" by Robert C. Haldeman.

*Northern Lights*, v. 1, no. 1, December 1959. 8 p. Buffalo, N. Y., Northern Region, The Pennsylvania Railroad, 405 Seneca St., Buffalo, N. Y.

*The Only Mallet Articulated Locomotive in New Zealand*, by R. M. Anderson. The New Zealand Railway Observer, July-September 1959: 67-78. Illus. [P. O. Box 5134, Wellington C 1, N. Z.].

*P&LE Installs Multiple Track CTC—Twenty miles of four-track mainline have been reduced to alternate sections of two and three tracks with the installation of CTC. Return to the railroad is 40 percent annually on its investment.* Railway Signaling and Communications, December 1959: 19-21. Map and diagrams.

*Push and Pull Possibilities* [Ed]; *Push-and-Pull in Western Germany*. Illus. Trains Illustrated, England, October 1959: 458, 515; October 1959. Ed. mentions services in Switzerland, Chicago & North Western and from Gare du Nord, Paris, and Western Germany, commenting: " . . . In this country we understand, the extent and nature of push-and-pull working are regulated by statute. With modern forms

of traction and rolling stock the time seems ripe for fresh investigation of its possibilities and revision of the regulations. . . ."

*Rail Traffic Forwarded At Controlled Temperatures*, by Marc Pief-fort, general manager, Interfrigo Co. Bulletin of the International Union of Railways, Paris, France., Sept.-Oct. 1959: 304-317, 330.

*The Railroad Image—To a degree, railroading is only as good as you and I think it is*, by David P. Morgan. Trains, December 1959: 22-26.

*Railroad Management Looks Ahead to . . . "The Significant Sixties."* Modern Railroads, January 1960: 49-177. Special annual report.

*Railroad Motive Power Progress—A Review and A Look Ahead*, by John W. Hawthorne. Railway Materials and Equipment, Nov.-Dec. 1959: 6-11. Illus.

*Railway Age Review and Outlook Number, January 18, 1960.* v. 148, no. 3. Illus. and tables. Includes 1959 Review of Railway Operations by J. Elmer Monroe. In April when 1959 annual figures become available, it will be revised and printed as a Special Series Bulletin, Bureau of Railway Economics, which will be free on request to the Bureau.

*The Railways of Canada Part I-II*, by J. N. Westwood. Trains Illustrated, England, October 1959: 496-502; November 1959: 550-555. Illus. include steam and diesel locomotive photographs on CNR and CPR. "Despite dieselisation, Canadian railways retain their individuality, although not always in the way one might expect. The week this article was written a woman pacing the platform of a Montreal suburban station found herself face to face with a panther; a smooth-talking gentleman appealed against his conviction for the theft of a rarely-used branch line (he sold fictitious disposal rights to a too-trusting scrap merchant, who removed the rails rather to the surprise of the railway); and the Canadian Pacific was considering restoring night trains over a line subject to frequent dynamiting by certain dissatisfied residents of British Colombia. Even without these diversions, Canadian railroading is a fascinating business. For example, the corporate structure of the Canadian railways would prove almost a life's study for a railway historian . . . "But it is the extreme climate which makes things difficult . . ."

*Rhodesia Railways Study Track by Television*—"First adaptation of its kind in the world." Rhodesia Railways Magazine, Bulawayo, Rhodesia, November 1959: 31, 54. Illus.

*Russia and Its Railroads*, by Robert G. Lewis. Canadian Railway Club Official Proceedings, Sept. and Oct. 1959: 14-22.

*Russian Locomotive Development.* The Oil & Gas Turbine, Mid-November 1959: 164. Illus., Table.

*Russian Multiple-Unit Suburban Trains.* "Experimental Design. . . ." The Railway Gazette, London, Eng., Sept. 25, 1959: 203-212. Diags. Drive by Cardan Shaft and spur gears from fully-sprung motors.

*Russian Notebook—What the alert train-watcher is apt to see today inside the U. S. S. R.* by Josef Otto Slezak. Trains, December 1959: 27-31. Illus.



*School for Railwaymen.* At Nairobi. *East African Railways and Harbours Magazine*, October 1959: 129-134-160. Illus.

*Some Considerations on the Different Systems of Railway Electrification with Particular Reference to South African Conditions*, by A. J. G. Gosling. The South African Institute of Electrical Engineers Transactions, May 1959: 98-124. Illus. Diagr.

*Soviet Gas-Turbine Locomotives Design.* Diesel Railway Traction, London, England, December 1959: 474, 477. "A specific design of 4,000 h. p. and 23-ton axle load with drive through mechanical transmission."

*The Swindon Type "4" Diesel-Hydraulic Units.* Trains illustrated, England, January 1960: 39, 41-43.

... *The Technical Aspects of Combined Road/Rail Transport—Gebrochener Verkehr, vorzugsweise in technischer Sicht*, by Dipl.-Ing. Wolfgang Bode. Eisenbahntechnische Rundschau, Dezember 1959: 505-518. Illus. show piggyback, containers and flat cars, "tie downs," etc., and "trassenrollers," in America, and in Europe, and what might be done towards simplification and standardization.

*Technical Research and Development of European Railroads*, by Paul V. Garin. Pacific Railway Club. Proceedings . . . Sept. 10 and Nov. 19, 1959: 15-22. Club address: Room 634, 121 East 6th St., Los Angeles 14, Calif.

*This Is Final BLE Journal in Present Form.* Locomotive Engineers Journal, December 1959. On January 1, 1960 the Locomotive Engineers Journal and the Locomotive Engineer were merged into a single BLE publication titled: *The Locomotive Engineer*, issued every other week in tabloid newspaper form.

*Report on Piggyback.* U. S. News & World Report, Feb. 1, 1960: 100-102. Illus.

*Trains Also Serve.* Medical Bulletin of the U. S. Army, Europe, October 1959: 207-209. Illus.

*Total Transport Reading Goal*, by T. H. Ramsey. Railroad Age, February 1, 1960: 35. Summary of recent operating and staff meeting in Philadelphia by general freight traffic manager.

*True Stories and Legends of Woodburning Locomotives*, by Bill Knappe. Railroad Magazine, February 1960: 17-21. Illus.

*Value of Service in Rate Making Hasn't Lost Its Validity*, Educator Says, by Newton Morton, associate professor of transportation, Department of Marketing, Kent University, Ohio. Traffic World, November 14, 1955: 13, 36, 38.

*Verkehrswesen und Verkehrspolitik in der Sowjetunion*, by W. M. Frhr. v. Bissing. Archiv für Eisenbahnwesen 1959/ Heft 3: 319-343.

*What's New in Rolling Stock* Railway Age, February 1, 1960: 12. Photographs with captions of Santa Fe's tri-level auto flat car; Southern Pacific's dump car for copper concentrate; New Haven's covered gondolas for brass shipments, and Spokane, Portland & Seattle's plywood panels to raise sides and ends of drop-bottom gondolas for wood chip transportation.

*What's Wrong with Railroad Ratemaking?* Iowa Business Digest,  
State University of Iowa, Iowa City, Fall 1959: 30-31.

*What's Wrong with the Railroads?* by Perry M. Shoemaker.  
Fortune, January 1960: 118-119, 168, 170, 175-176. Illus.

## New Books

Louisville & Nashville Railroad, 1850-1959, by Kincaid Herr. 234 pages, 11x8½, illustrated. Published by the Louisville & Nashville Magazine, 908 West Broadway, Louisville, Kentucky. Price \$3.00.

Last year (1959), the Louisville & Nashville R. R. marked the centennial of the running of the first through train between Louisville and Nashville and this book which is the third edition of the 1942 publication was published in connection with this centennial. The material originally ran for 43 months in the L & N Magazine and, realizing the possible need for a history of this road in book form, the type and cuts of the various installments were saved. New material has been added to bring it up to date.

A history of this road hardly need be recounted here. On March 5th, 1850, the State of Kentucky granted a charter to the Louisville & Nashville R. R. to build and operate a railroad between Louisville and the Tennessee state line in the direction of Nashville. Like most of the southern railroads, it was constructed to 5' gauge and it was hardly completed before our Civil War broke out. It not only played an important part in the service of the North but it also suffered from the depredations of the South. At the close of the conflict, a period of expansion followed until the road now serves thirteen of our southern states. It has never changed its corporate name and is one of our few railroads that has never been in the hands of a receiver. The names of Milton H. Smith, President from 1884-1886 and from 1891-1921 and Albert Fink will always be associated with this railroad.

The book has hard covers, contains over three hundred illustrations with several drawings and maps. It is a well prepared history of one of our most interesting southern carriers, one that you will enjoy and be glad to own. The management should be congratulated in the production of this fine piece of research work.

Louisville & Nashville Steam Locomotives, by Richard E. Prince. 128 pages, 10¾x8½, illustrated. Published by R. E. Prince, P. O. Box #724, Green River, Wyoming. Price \$6.00.

This is the story of the "Iron Horses" of the L & N together with a complete roster of same. The author has wisely devoted a chapter to each type of locomotive, its performance and its relation with the previous types. The road had only one renumbering of its locomotives, July 1, 1897 and the author has wisely separated the two series but indicating those locomotives that were carried over into the new series.

There are several things of interest about their motive power. First, there were only eight types of locomotives ever used in road service and three types of switchers. Second, the road built between 1905 and 1923 something like 400 locomotives in their South Louisville Shops and third, they were one of the few railroads in this country that incorporated the U. S. R. A. designs of World War I into its motive power.

The small 4-4-0's were replaced by the 4-6-0's and they in turn gave way to the 4-6-2 and then the heavier trains were handled by the 4-8-2 type. The small 2-6-0's were replaced by the 2-8-0's and they gave way to the 2-8-2's and finally the 2-8-4's supplanted these. When the first U. S. R. A. Pacifics arrived, they were superior to any of that type used on the road and the same applied to the "mikes." To see these engines handling the long coal trains through Paris, Ky. was a sight never to be forgotten and a train of empties seemed almost endless. The first mountain type locomotives were delivered in 1926 and their design was based on the U. S. R. A. design of that type. When the road needed larger engines for their coal trains and the 2-8-4 engines were delivered in 1942, here again the good points of the "mikes" were followed. Thus, the U. S. R. A. features of the Pacific and Mikado types were incorporated in the engines that came later. All of these engines gave wonderful service.

The author was on the Mechanical Engineering staff of the L & N for several years, he had access to their records and that means also, the co-operation and assistance of the management. Our author-member has produced a book of which he may well be proud and I'm sure it will have a wide appeal. Thus, with this volume on their locomotives and the one covering the history of the railroad, the first hundred years of the L & N has been mighty well recorded.

Harry Bedwell, Last of the Great Railroad Storytellers, by Frank P. Donovan, Jr. 119 pages, 8½x5½, illustrated. Published by Ross & Maines, Inc., Minneapolis, Minnesota. Price \$3.75.

Those of us with a few gray hairs can recall their boyhood interest in the railroad stories by Cy Warman, Frank H. Spearman and others, stories whose appeal came from the fact that they were realistic and the author knew his "railroading." Harry Bedwell was one of these.

That Bedwell was a "boomer" operator no one will deny but it was his wanderings through the west, the southwest and the Pacific Coast that make his stories of interest. His "yarns" must have been based on incidents in his career yet there are no "flights of fantasy" in them.

The book starts with the author's visit to Kellerton, Iowa, birth place of Harry Bedwell. I'm sure that all of us would have enjoyed that trip on the mixed-train between Chariton and Kellerton. From this point on, the author traces the career of Bedwell, his work as an operator on the Burlington, his next move to Helper on the Rio Grande, his work with the Pacific Electric Ry. at Los Angeles and his retirement in 1929 to a small cottage in San Diego county. It was here that he turned to full-time writing as a career to be broken in 1942 when the railroads needed the services of the many "old reliables"—Bedwell was stationed at Norwalk, near Los Angeles. After the war, Bedwell with his wife retired to Nevada City, California and it was here, October 4, 1955, that he passed away.

The author has spent no little time and research in bringing forth the many interesting facets of this railroad author and his illustrations, which were probably not easy to come by, add greatly to the interest of this work. He has also included a biography of Bedwell's published works. There is also an interesting map showing the many stations

where Bedwell worked. That Harry Bedwell, as an author, will be included in the list of foremost railroad authors, when steam was king and cars of wood and later of steel, no one can deny and the Editor of Railroad Magazine has shown his wisdom in the republication of many of his stories that originally appeared in that magazine. Yes, Harry Bedwell was not only a good "railroader" but an outstanding author of railroad fiction and the author of this volume, one of our members, is to be congratulated in producing such an interesting and valuable work.

Pacific Slope Railroads, by George B. Abdill. 182 pages, 10½x8, illustrated. Published by Superior Publishing Co., 2809 Third Ave., Seattle (11), Washington. Price \$10.00.

Those of us that enjoyed "This Was Railroading" by the same author will, I am sure enjoy his most recent work. As the title implies, the book includes such railroads as the Santa Fe, Union Pacific and the railroads that became a part of these systems together with railroads in Oregon and California that led a separate existence, all between the years 1854 and 1900. The accompanying text furnishes the background for the illustrations and these, like those in the first book by this author is what makes this book a success and of genuine interest. As this reviewer turned the pages and read the titles of these photographs and noted their many, many sources, many from our own membership, it occurred to him that here was an example of co-operation and unselfishness whereby these collectors had contributed their prints in order that others might enjoy them, thereby increasing their own enjoyment from those contributed by others.

If you own a copy of "This Was Railroading," you'll certainly want to own a copy of this book and, if you don't own either, now is the time to buy them.

O & W, by William F. Helmer. 211 pages, 9x6, illustrated. Published by Howell-North Co., 1050 Parker St., Berkeley (10), California. Price \$5.00.

This is a story of the New York, Ontario & Western Ry., a road that crossed the hills and valleys of central New York State and connected Oswego with Cornwall on the Hudson River and thence to Weehawken over the tracks of the old West Shore R. R.

Financially, the railroad got off to a bad start, Oswego never developed into the lake port of its expectations—Buffalo saw to that and the failure of the New Jersey Midland closed their chances of having their own tracks into Jersey City. It struggled along for about eighty years and the end came in 1957 when the road was finally abandoned. The book contains a wealth of illustrations, too bad that some of them cut off parts of the picture and, it contains a complete roster of their motive power furnished by our member—"Jerry" Best.

To this reviewer the book does not present a true picture of this road. The author has given too much space to the incidents and accidents and one gains the impression that the road was poorly managed and equipped and would not have been running at all had it not been for the "know how" of the employees. There is no question that the O & W had an intelligent group of employees and, there's also no

question but that they had some smart officials. Between 1890 and 1936 the road was a high class piece of property. When the demand for anthracite fell off, the road suffered, same as the other anthracite roads are suffering today. The O & W felt it twenty years sooner. Most of us will agree with the author that the line from Cadosia thru Norwich to Oswego should never have been built but the line from Scranton through Carbondale to Cadosia would be in operation today were it not for the same two technological developments that have affected every one of our American railroads—the automobile and the use of natural gas and crude oil as a heating fuel.

The book shows haste in its preparation—history can't be rushed and the O & W deserves better treatment than has been given it here. I think the author could do much better on a second "try."

**Cab-In-Front**, by John B. Hungerford, 36 pages, 8½x5½, illustrated, paper covers. Published by Hungerford Press, Reseda, California. Price \$1.50.

Only in America and only on the Southern Pacific were these locomotives used and then again, only because oil could be used as fuel. The line between Roseville, Calif. and Sparks, Nevada has always been a contest between the motive power department and the grades. Bigger and better engines to conquer these grades have been constructed in Sacramento Shops and by the different locomotive builders. In April, 1909, S. P. #4000 came from the Baldwin Works. This was a Mallet locomotive of the 2-8-8-2 type and altho' it turned in a first rate performance, it nearly suffocated the engine crew in the snow sheds. A trial trip was made with the tender leading—it saved the crew from suffocation but the engineer was on the wrong side for the signals. The idea of running a locomotive cab first and using oil for fuel was tried many years ago on the North Pacific Coast R. R. and this idea was experimented with and improved, as the result the first "Cab-Aheads," Nos. 4002-4016 were delivered by Baldwin late in 1909 and early in 1910. From that time until recently, additional locomotives of this type were constructed until the fleet numbered about 250 locomotives.

The author has told his story in an interesting and concise fashion, the illustrations are of more than passing interest and the little publication is well worth while.

**Locomotives of the Pennsylvania Railroad, 1834-1924**, by Paul T. Warner. 80 pages, 11x8½, illustrated. Published by Owen Davies, 1214 North LaSalle St., Chicago (10), Illinois. Price \$3.00.

The text of this work originally appeared in the "Baldwin Locomotives" Magazine for April, July and October, 1924. The text ends with their locomotives built up to 1924 but additional illustrations to the original include several since that date.

No one was or is better qualified to handle this subject than our member—Mr. Paul T. Warner and the republication of his original work by the offset process will make a valuable addition to the many works covering the motive power of our American railroads. The work commences with the locomotives of the Philadelphia & Columbia and Camden & Amboy railroads, both acquired by the Pennsylvania R. R. The

Pennsylvania R. R. commenced as a common carrier in 1847 and from that date to 1924 the author deals with the notable locomotives built during this period and includes some of their electric locomotives. Anyone interested in the locomotives of the "Pennsy" will certainly want to add this book to his library and he cannot add a more authoritative source of information.

*Steam's Finest Hour*, by David P. Morgan. 129 pages, 11x16, illustrated. Published by Kalmbach Publishing Co., 1027 North 7th St., Milwaukee (3), Wisconsin. Price \$15.00.

This is a story of the best of steam, told by one that has a genuine affection for the "iron horse" and beautifully illustrated. Commencing with Michigan Central #8000, the first super-power locomotive, designed by Mr. W. E. Woodward and built by the Lima Locomotive Works in 1922, the author traces the "march of progress" through the Hudsons, Challengers, Northerns and Big Boys. The subject matter is treated in sections—New England, the East, Middle West, etc. and also includes Canada and Mexico. Rather than following the technical, the author has written more in the matter of performance, which the average layman will understand and appreciate and adds to the interest. To this reviewer, the chief value of the book is in the illustrations. The size of the book allows a reproduction of ample proportions for a side view and the illustrations are wonderfully clear, judiciously selected and well laid out. This is a wonderful tribute to the steam locomotive and those that loved it should own a copy. You'll not regret it.

*Electric Railroads of Indiana*, by Jerry Marlette. 158 pages, 11x8, illustrated. Published by Council for Local History, 140 North Senate Ave., Indianapolis, Indiana. Price \$4.00.

Fifty years ago, if one was approaching one of our mid-west cities in a train, his attention might be arrested by a series of sparks and a lighted car. Perhaps there would be a race for a short distance but, sooner or later, the train would forge ahead. You had overtaken one of the hundreds of interurbans that served our towns and country side in the states of Ohio, Indiana, Illinois and Michigan.

The author starts with the small beginnings prior to 1900 and continues through the growing period up to about World War I and then traces the decline and final passing after World War II. Good highways and rubber tires marked the end, the same as it has for some of our steam railroads.

Don't confuse these interurban lines with the trolley that served the cities. They had their own right of way and they covered the ground at a higher rate of speed. Between Indianapolis and Louisville, the line offered sleeping car service and many of the other lines operated chair cars and some had dining car service. The Indianapolis Traction Terminal was the largest and the most famous in the world—here one could board an interurban for almost any city in the state and some in Ohio and Kentucky. Say what you will, it was an interesting era.

The author has devoted 33 pages to the growth and decline of these lines to be followed by a chronology of events (1882-1953); brief histories of the many individual companies; a list of proposed lines and



where they were intended to be built; twenty-two pages of timetables showing the various routes and services and a large pocket map of the lines in the state. Printed on glossy paper, bound with a ring binder, the illustrations are large and clear. The author should be congratulated on presenting such an interesting work and on a subject the information of which is not easy to acquire.

**Abandoned Railroads of Bedford**, by Elmer G. Sulzer. 50 pages, 11x8, illustrated. Published by Council for Local History, 140 North Senate Ave., Indianapolis (4), Indiana. Price \$2.50. This book and the "Electric Railroads of Indiana," if both ordered at the same time, may be purchased for \$5.00.

Bedford is located in the southwestern portion of the Hoosier State and was the scene of much activity from the limestone quarries in that section.

The author covers the history of seven of these segments of lines which at one time were separate companies—Dark Hollow-Switz City; Bedford-Wallner; Sanders to Harrodsburg Jet., all acquired by the Monon. Riverdale-Bedford acquired by the B & O S W R R, now B & O; Riverdale-Stonington later Bedford Stone Ry; Corinne-North Bedford acquired by the Indianapolis & Vincennes, later Pennsylvania R. R. and the Coxton-Giberson acquired by the C. T. H. & S. E. Ry.

The major portion of this book is devoted to the Bedford-Switz City segment which was completed at the close of 1878 as a narrow gauge road by the Bedford, Springville, Owensburg & Bloomfield R. R. A title almost as long as the forty mile road. The road had its construction troubles in lack of capital and this subsequently made it costly to operate. Bridges were washed out by the White River and trains were frequently derailed. Their first locomotive, the "Bedford", was built by Porter, Bell & Co. of Pittsburgh and was on exhibition at the Philadelphia Centennial and was subsequently purchased by the little road. On the first trip, the engineer suspected the tall stack would not clear the tunnel near Owensburg and the "Bedford" "stayed put" overnight.

With a judicious amount of history to which has been mixed a certain amount of "incidents and accidents", the author has covered the history of these segments in an interesting fashion. The several maps, as well as the one on the back cover of the State of Indiana place these lines in relationship with each other and the illustrations certainly add to the story. The book, handsomely printed on enameled paper, is the first of a series of abandonments of the lines in Indiana and now is the time to procure your copy if you want a complete set.

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Many of our members will be interested to learn that Alco Products, Inc., formerly the American Locomotive Co., have turned the majority of their locomotive negatives over to the City of Schenectady for safe keeping. All inquiries should be addressed to Mr. William B. Efner, City Historian, City Hall, Schenectady, New York, who will gladly furnish information regarding same.



## Philip Sleight Van Wyck

Word has just been received from Burma of the passing of our member—Philip S. Van Wyck on October 7th last, age 69, of heart trouble.

Born in 1889 in Washington Territory, at the age of fifteen he began working on locomotives and eventually worked for some twenty-five different railroads. He served in France with the U. S. A. Engineers (Railway) during World War I. Prior to that time he had been mechanical engineer for the I. C. C.

From 1925 to 1941 he taught at the Dunwoody Institute, a technical school at Minneapolis, where he was a department head. He held a B.S. degree in Engineering from Purdue University and a Master of Science from Colorado A. & M. College. During World War II he served as Director of the Bureau of Training for the U. S. Manpower Commission. In 1955 he went to Burma to set up the Advisor Training Program at the Government Technical Institute at Insein, Burma. In 1951 he served five months in Thailand as UNESCO Technical Consultant to the Government of Thailand at Bangkok.

These are some of the accomplishments of our member during his busy life time. To those that enjoyed his letters, they could not help but appreciate his deep interest and love for the steam locomotive. He never forgot his fireman's training and his old skill could soon make her "pop". A locomotive fresh from the shops was always a delight and a ride on the "footplate" was something of a red letter day. And why not!

He was interested in the older locomotives, one of them an English-built 0-4-0 and over fifty years old, is still running in Burma. He was interested in the track gauge of the old tram and trolley lines in Rangoon. No matter his location, his notebook and pencil were always handy and, it was his intention, in time, to incorporate the more interesting of these notes in our Bulletin.

His enthusiasm and love for the railways and locomotives was contagious and he had the ability of sharing this enthusiasm with and imparting it to others. As a teacher, he must have been one in thousands. There is no doubt but that his sharing his knowledge and enthusiasm with others has made them appreciate the "Iron Horse." Our Society has lost a valued member.

## **In Memory Of**

**CHARLES C. EDMISTON**

**Contributing Member**

**316 East Pine St., Clearfield, Pa.**

**Who Died on Aug. 26, 1959**

**HAROLD LOUCKS**

**Annual Member**

**411 North Fourth St., Arkansas City, Kansas**

**Who Died on Jan. 9, 1960**

**W. M. SPRIGGS**

**Annual Member**

**Ste. Anne de Bellevue, Quebec, Canada**

**Who Died on Jan. 31, 1960**

